

CITY OF SWAN

Local Planning Strategy



Endorsed by the
Western Australian Planning Commission

August 2020

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Local Planning Strategy Executive Summary and Part 1

August 2020



Schedule of Modifications

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1.0	Council briefing to forward Draft LPS to the WAPC for certification	March 2013	13 March 2013
2.0	Minor modifications completed and requested WAPC consent to advertise	June 2016	28 June 2016
3.0	Minor modifications completed and consent granted from WAPC to advertise LPS	February 2018	6 February 2018
4.0	Adopted by Council for WAPC endorsement after submissions were considered and minor modifications completed.	July 2019	28 August 2019
5.0	Modified for WAPC endorsement (WAPC endorsed LPS subject to minor modifications at SPC Meeting on 30 June 2020)	August 2020	

Contents

PART 1 LOCAL PLANNING STRATEGY	6
1. VISION AND PLANNING PRINCIPLES	6
2. OBJECTIVES	7
3. THE STRATEGIC PLAN	8
3.1 NATURAL RESOURCE MANAGEMENT AND ENVIRONMENTAL PROTECTION	10
3.2 POPULATION AND HOUSING	16
3.3 ECONOMY AND EMPLOYMENT	20
3.4 RETAIL AND ACTIVITY CENTRES	26
3.5 TOURISM	32
3.6 OPEN SPACE AND COMMUNITY FACILITIES	36
3.7 RURAL LAND USES, SUBDIVISION AND DEVELOPMENT	40
3.8 URBAN DESIGN AND HERITAGE	46
3.9 TRANSPORT, TRAFFIC AND ACCESS	50
3.10 INFRASTRUCTURE SERVICES	58
4. IMPLEMENTATION	62

Figures

Figure 1. City of Swan Integrated Planning Framework Model	5
Figure 2. The Local Planning Strategy within the City of Swan framework	5
Figure 3. Figure 3: Estimated Resident Population 2001 – 2036 ²	8

Maps

MAP 1: LOCAL PLANNING STRATEGY MAP

MAP 2: RURAL, NATURAL RESOURCE MANAGEMENT AND ENVIRONMENT PROTECTION AND OPEN SPACE

MAP 3: ECONOMY, EMPLOYMENT AND TOURISM

MAP 4: ACTIVITY CENTRES, COMMUNITY FACILITIES AND HOUSING

MAP 5: TRANSPORT AND INFRASTRUCTURE

EXECUTIVE SUMMARY

The City of Swan's Local Planning Strategy sets out the long-term planning and development directions for the City. It incorporates State and Regional Planning strategies and policies and provides the rationale for land use zones and other provisions to be included in a review of the Local Planning Scheme. The Local Planning Strategy is a key component of the City's Strategic Community Plan 2017-2027.

The SCP is the Council's principal strategy and planning document guiding the development of all other plans and activities that the City undertakes. It is a long term plan (10 years) outlining a vision, aspirations and priorities for the City's development, based on research and considering community input. It is a requirement under Section 5.56 of the *Local Government Act 1995* and is part of the City's integrated planning framework.

The SCP outlines the vision for the City and identifies community well-being priority areas of focus over the next 10 years. Community well-being is broken into five key result areas — Economic, Natural Environment, Built Environment, Social and Governance. Each of the key result areas contains elements to give the overall blueprint for the City.

The development of the SCP was based on extensive research and consultation with the community and key stakeholders and this in turn, informed the preparation of the Local Planning Strategy.

LOCAL PLANNING STRATEGY

The City of Swan's Local Planning Strategy is required to be prepared under Part 3 of the Planning and Development (Local Planning Schemes) Regulations 2015 and requires the endorsement of the Western Australia Planning Commission (WAPC). The Local Planning Strategy will be the principal land-use planning document used to assist the City with its decision making over the next ten years. It sets out the long-term planning directions for the City, incorporates State and Regional Planning strategies and policies and provides the rationale for the zones and other provisions to be included in a review of the Local Planning Scheme.

The Local Planning Strategy consists of two parts: Part 1 - The Local Planning Strategy comprising strategies, actions and maps which spatially represent some of the actions and Part 2 - Background Information and Analysis comprising policy context, local profile and key issues identified. Numerous State Government and City of Swan policies and plans have been referred to in the preparation of the LPS and these are listed and described in Appendix 1.

The key planning issues likely to affect the City over the next ten to fifteen years have been identified and a comprehensive list of strategies and actions developed to respond to the challenges of planning for growth. These are grouped into ten themed areas of:

- Natural Resource Management and Environmental Protection
- Economy and Employment
- Tourism
- Rural Land Uses Subdivision and Development
- Transport, Traffic and Access
- Population and Housing
- Retail and Activity Centres
- Open Spaces and Community Facilities
- Urban Design and Heritage
- Infrastructure Services

These themed headings were derived from guidelines contained within the Department of Planning, Lands and Heritage's Local Planning Manual March 2010.

MAJOR FEATURES OF THE LOCAL PLANNING STRATEGY

Accommodating population growth

The City is forecast to experience significant population growth from 112,802 in 2011 to 239,934 by 2031¹. In order to address future housing needs resulting from this population growth, the City prepared the Urban Housing Strategy which comprised of a Infill Strategy and a Greenfields Strategy. The Infill Strategy identified approximately 15,500 sites in sixteen established residential localities across the City for higher residential densities, taking advantage of access to existing infrastructure services, facilities and resources. The Greenfields Strategy applies to areas subject to current and future structure planning, with most of the growth expected to take place in the Urban Growth Corridor suburbs of Dayton, Brabham, Bennett Spring, Caversham and Bullsbrook.

1 The City of Swan utilises the services of Informed Decisions (id) for its population forecasting

Protecting The Environment

The City of Swan contains some of Perth's most important environmental assets and is part of an internationally recognised 'biodiversity hotspot'. The City has prepared a Local Biodiversity Strategy to provide a framework for the protection of significant local natural areas in the City and the objectives of Local Biodiversity Strategy this strategy are to be integrated into the City's planning framework through the Local Planning Strategy. Rapid population growth can place significant pressures on the environment and the Local Planning Strategy contains strategies to ensure that the City accommodates this growth in a way that does not negatively impact on the environment and responds to the challenges of planning for climate change.

Meeting Future Employment Needs

Population growth should be accompanied by economic growth that is essential to provide local employment and help to increase the employment self-sufficiency for the North-east sub-region. Economic growth can also provide the City with a strong rate base to help meet its community infrastructure obligations into the future. Fortunately, the City has enjoyed sustained economic growth over the past decades largely due to the range of locations and land use zones suitable for significant and diverse economic activity.

Perth and Peel @3.5million has identified a land bank for industrial land supply in the North-east sub-region. Bullsbrook South, Hazelmere South and North Ellenbrook have been identified as potential medium-term (four to ten years) non-heavy industrial sites and the Bullsbrook townsite (North) has been identified for non-heavy industrial use in the long term (more than ten years). It will be important for the future provision of employment-generating land uses to ensure that this identified land banks preserved.

The creation of a viable and sustainable network of activity centres, the identification of new industrial and commercial areas and ways to stimulate the tourism industry will each play a major role in accommodating future employment and economic growth. The planning framework to deliver these outcomes is an important feature of the Local Planning Strategy.

The Growth Of Midland Centre

Midland is a major focus which has been designated a Strategic Metropolitan Activity Centre and is the economic hub of the North-east sub-region and hinterland areas. Major government investment is and has occurred in the Midland hospital and tertiary education facilities as well as significant private investment in business and retail activity. Creating pedestrian and cycle links between Midland and the environmental assets of the Swan and Helena Rivers will add to the amenity and urban fabric of Midland. The Midland Activity Centre Structure Plan and its planning framework will help facilitate this growth and vision.

Meeting The Transport Challenge

The geographical size of the City and its forecasted rapid and substantial growth present many challenges in coordinating a whole-of-government approach to improvements to the public transport system, creating efficient freight and safe transport networks and reducing car-dependency.

Improvements to the public transport network and services will require State Government investment. The City will play a role in advocating for the needed improvements and the City will take an integrated approach to transport and land use planning through its land use planning decision making processes. It will ensure that:

- A cohesive network of activity centres and industrial hubs that are connected to each other by an efficient road and rail network is created;
- Activity centres can accommodate diverse land uses especially higher density residential, and provide high amenity infrastructure to encourage cycling and walking;
- Activity centres are located around public transport stations or hubs;
- Residential densities are increased near centres of employment, shopping and high frequency public transport routes;
- The demand for parking in the activity centres is managed so as to reduce car congestion;
- Neighbourhoods are well connected by an efficient road system that will facilitate improved bus services; and
- Cycle infrastructure and pedestrian pathways are improved;

The Local Planning Strategy contains a suite of measures to mitigate major congestion on the road network, reduce reliance on the private car and to promote the health benefits of walking and cycling in a cleaner environment, which can lead to an increased sense of well-being and productivity.

The road and rail freight network needs to function efficiently so that the continuing economic growth of the City can be sustained. The Local Planning Strategy promotes the State Government's North Link and supports the new alignments of the road and rail freight routes through Hazelmere and improvements to safety along Great Northern Highway and Great Eastern Highway.

IMPLEMENTATION

The implementation of the Local Planning Strategy will occur through subsequent amendments to the Local Planning Scheme, City-led initiatives to achieve a wide range of planning outcomes described in the Local Planning Strategy and State and/ or Federal Government contributions to investment in public infrastructure. Its place in the City of Swan hierarchy of plans is shown in Figures 1 and 2.

The LPS is required under legislation to be reviewed every five years in conjunction with a review of the Local Planning Scheme.



Figure 1. City of Swan Integrated Planning Framework Model

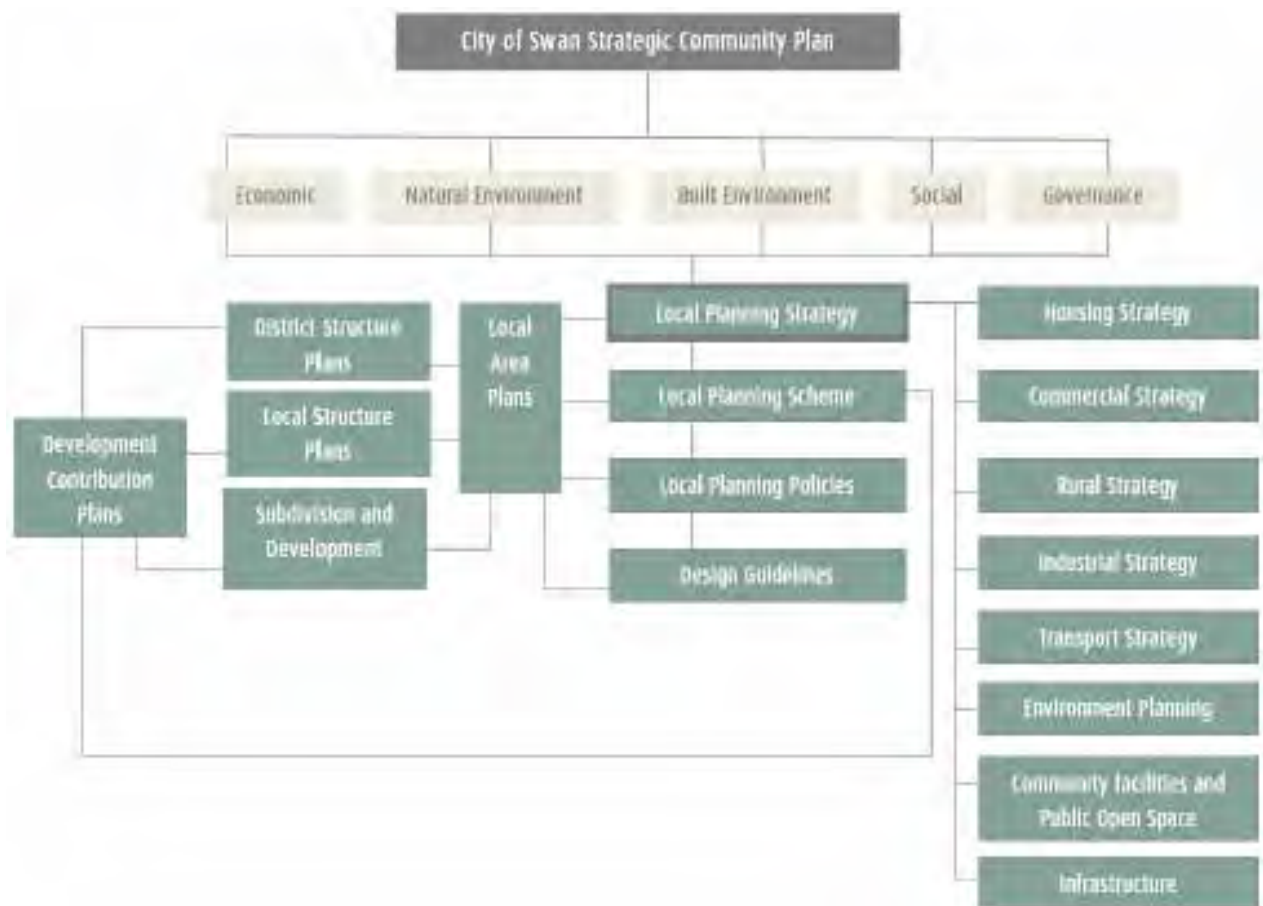


Figure 2. The Local Planning Strategy within the City of Swan framework

PART 1 LOCAL PLANNING STRATEGY

1. VISION AND PLANNING PRINCIPLES

Vision

The City of Swan's vision, aspirations and priorities for the next ten years are outlined in the City of Swan's Strategic Community Plan 2017 - 2027. The SCP contains the following vision statement:

- One city diverse places
- Our City reflects the diversity of our people, our industry and our landscapes, providing a place where people want to live, work and recreate.
- Our City is a place for all people, having access to local and central services and employment that meets changing community needs and growth, whilst being affordable, innovative and celebrating and protecting our rich history, heritage and culture.
- Our City is a significant and thriving economic region, contributing to the growth and wealth of our communities and the State.

The Strategic Community Plan is aligned to five Key Result Areas:

- Economic Thriving, Sustainable Business Capacity and Growth
- Natural Environment Environmentally Sustainable Leadership and Stewardship
- Built Environment Diverse, Connected, Sustainable Places
- Social Connected, Safe, Inclusive
- Governance A Sustainable and Capable Council

The Strategic Community Plan will direct the City over the next 10 years and will be implemented through the City's four-year Corporate Business Plan which provides the outline of the City's operations, including services, assets, Council priorities and projects with detailed financial estimates and administrative responsibilities.

Principles

The WAPC's State Planning Strategy 2050 "Planning for sustained growth and prosperity" contains six inter-related principles which apply across all regions, local government areas including the City of Swan and communities.

- Environment: Conserve the State's natural assets through sustainable development.
- Community: Enable diverse, affordable, accessible and safe communities.
- Economy: Facilitate trade, investment, innovation, employment and community betterment.
- Infrastructure: Ensure infrastructure support development.
- Regional development: Build the competitive and collaborative advantages of the regions.
- Governance: Build community confidence in development processes and practices.\

2. OBJECTIVES

The general objectives of the Local Planning Strategy are:

- To set out a long-term strategic planning framework for the City of Swan that will guide future decisions for economic, social and environmentally sustainable development;
- To provide direction to the City, Department of Planning, Lands and Heritage, the Western Australian Planning Commission (WAPC) and the Minister for Planning on assessments of future Local Planning Schemes and Policies, Scheme amendments, structure plans, and subdivision and development applications;
- To provide the context for coordinated planning and delivery of physical and social infrastructure for the City;
- To provide the basis for coordinated decision making on future servicing of the City by local and State governments and servicing agencies; and
- To provide a rationale for the City's strategic land use decision making.

There are specific objectives for the ten themed areas listed in the table below:

THEMED AREAS	OBJECTIVES
1. Natural Resource Management and Environmental Protection	Protect the City's natural resources, provide responsible environmental management and manage impacts of climate change.
2. Population and Housing	Facilitate a wide range of housing and lifestyle choices for current and future residents.
3. Economy and Employment	Facilitate the creation of a sustainable economy and provide opportunities for growth in a wide range of employment areas.
4. Retail and Activity Centres	Develop a viable and sustainable network of activity centres to provide for the community's social and economic needs.
5. Tourism	To stimulate the tourism industry and showcase the Swan Valley and the City's main attractors.
6. Open Space and Community Facilities	Provide a diverse range of functional and quality open space and community facilities that can be managed in a sustainable way to meet the long term needs of the community.
7. Rural Land Uses, Subdivision and Development	Encourage sustainable development and land uses in rural areas whilst recognising the importance of protecting agricultural, natural and basic raw material resources.
8. Urban Design and Heritage	Enhance the built form throughout the City to create interesting and attractive places and protect the City's heritage.
9. Transport, Traffic and Access	Provide an integrated transport system that provides residents, workers and visitors with high quality, safe and efficient transport mode choices to meet the personal, employment and freight transport needs of the City into the future.
10. Infrastructure Services	Achieve a whole of government approach in the provision of and improvements to essential infrastructure (water, wastewater and power).

3. THE STRATEGIC PLAN

The City of Swan is the largest metropolitan local government by land area in Western Australia comprising approximately 20% of the Perth Metropolitan Region and is located in the north-eastern corner of the Perth Metropolitan Region. The City is home to 150,000 residents (Forecast.id, 2018) living in diverse communities ranging from rural settlements such as Bullsbrook and Gidgegannup, established suburbs such as Ballajura and historic Guildford, inner-city living in the Midland City Centre and the rapidly growing Urban Growth Corridor suburbs such as Brabham, Dayton and Bennett Springs.

Between 2001 and 2011, the City achieved an average growth rate of 3 per cent per annum and is forecast to grow at a faster rate of around 3.3 per cent per annum to 165,821 by 2021 . Between 2021 and 2036, the average annual growth rate is forecast to slow down to 2.2 per cent per annum as the growth corridors become fully developed.

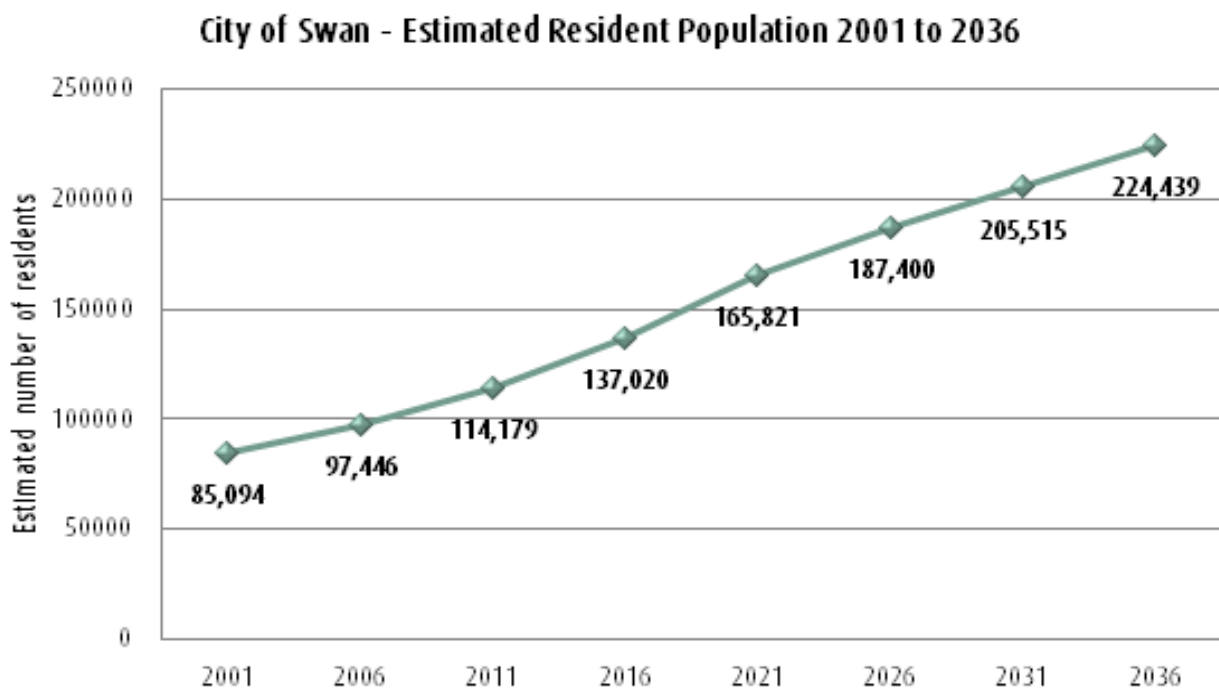


Figure 3. Figure 3: Estimated Resident Population 2001 – 2036²

This rapid population growth forecast over the next ten years can be attributed to several factors:

- The City is in close proximity to the Perth metropolitan core. This proximity to employment, commercial and recreational activities provides high amenity living;
- The City contains its own employment base, recreation and tourism activities, environmental features and good road networks;
- The City offers a range of quality education and training opportunities;
- There is a supply of relatively affordable land for housing; and

Midland is a growing employment centre and a strategic hub for the North-East Metropolitan Region. The new projected

² Source: <http://forecast2.id.com.au/Default.aspx?id=223&pg=5000g>

population for the City in 2031 is about 25,000 higher than the 190,235 previously forecasted in Directions 2031 and Beyond and can most likely be accommodated over a 20 year time-frame. Population projections evolve as circumstances and conditions change so it is important that planning is continually informed by the most relevant and accurate data. Directions 2031 and Beyond is replaced by Perth and Peel @3.5million as the primary tool for the State Government and local governments to plan for growth in the Perth and Peel region.

The Local Planning Strategy outlines the strategic objectives, direction and plan of action for the City to ensure that coordinated and sustainable development can occur over time. It has been prepared with due consideration given to the background information and identification of key issues contained in Part 2 of this document.

The Local Planning Strategy Maps provide a spatial representation of current and future strategic land uses, and future infrastructure improvements and further studies to be undertaken (refer to Map 1). Please note that the details of these proposed land uses are provided in the individual themed sections from 3.1 to 3.9.



3.1 NATURAL RESOURCE MANAGEMENT AND ENVIRONMENTAL PROTECTION

OBJECTIVE: Protect the City's natural resources, provide responsible environmental management and manage impacts of climate change.

CONSOLIDATED KEY ISSUES

Biodiversity Protection

The City of Swan comprises one of the largest areas of natural environment in the Perth metropolitan area and includes 45,730 hectares of remnant vegetation remaining across all land ownership types, This represents 43% of the original extent of native vegetation. Approximately half of all remnant vegetation occurs on privately owned land and only 6.5% of remnant vegetation is formally protected.

The City's population and housing forecasts indicate significant growth over the next 20 years. This will place considerable pressure on the local environment and present ongoing challenges associated with the development of environmentally sensitive and sustainable communities. One such challenge is the retention and enhancement of the City's Urban Forest which represents a significant challenge that threatens both the City's Biodiversity and Liveability objectives.

Water Management

The City currently faces a number of water management issues and constraints including scarce water supply, limited existing water infrastructure, protection of public drinking water source areas, development in wet landscapes, sustaining the rural environment and stormwater management in steep catchments.

Water is critically important in the City as within its boundary is a large proportion of the Swan-Helena Catchment and the Gngalara Aquifer. The forecast population growth with its corresponding impact on diverse ecosystems will have challenges for the City as it plans ahead to develop environmentally sensitive communities that will be resilient to future change. There is a need to manage groundwater dependant ecosystems and groundwater abstraction in relation to water levels and water quality to protect these ecosystems. It is also important to investigate and implement innovative solutions that provide "fit for purpose" water supply to ensure our communities are resilient and liveable in the future.

Car Dependency

The fragmented settlement pattern in the City is typical of an outer growth council area with a large rural base. This has resulted in communities such as Beechboro, Ballajura and Lockridge being dependent on the private car for their transport needs and therefore vulnerable to volatility in the price of oil. The City's rapidly growing Urban Growth Corridor and peri-urban communities such as Ellenbrook and Bullsbrook are also likely to display similar vulnerability issues in the future. Furthermore, car dependency causes adverse impacts on the environment.

Basic Raw Materials

There are constraints to future urban development in parts of the City due to the existence of a number of environmentally sensitive areas and basic raw material resource areas that are protected through statutory measures such as zoning in the Metropolitan Region Scheme, the City's LPS17, WAPC policies (SPP 2.4 – Basic Raw Materials in particular) and through State and Federal environmental legislation. Land uses such as extractive industries, wastewater treatment plants and landfill have buffers associated with them that may curtail the development potential of adjoining sites.

It is important to recognise that the availability of basic raw materials in close proximity to the metropolitan region is essential for keeping down the costs of development and contributing to affordable housing.

Impact Of Airport Noise And Industries On Sensitive Land Uses

The Perth Airport and Royal Australian Airforce Base Pearce have associated noise contours which encroach into urban and rural areas and restrict sensitive land uses including residential uses.

Industrial enterprises are vital for the economy. However, care must be taken to ensure that sensitive land uses are not located close by and that there is an acceptable level of environmental protection for adjacent existing sensitive land uses.

Climate Adaptation

Significant climate modelling work has been undertaken by agencies such as CSIRO and robust trend data has been established to support the case to adapt settlements to cope with expected changes in sea level, temperature, rainfall, bushfire and storm events and to determine suitable responses to enable this. This has implications for the City as within its boundaries, lie large areas of rural land in bushfire-prone areas, industries dependent on groundwater, the Swan River which may be subject to flooding during storm events and settlements in bushfire-prone areas.



STRATEGIC DIRECTIONS AND RESPONSES

Biodiversity Protection

Direction

- The City has prepared a Local Biodiversity Strategy to provide clear targets and actions for conservation which will ensure the City's biodiversity values are effectively conserved, protected, retained and managed for the future. A number of Significant Local Natural Areas (SLNAs) making up 6.5% of the City's land area are already considered to be protected through reservation as national parks, conservation reserves or local reserves. Potentially Significant Local Natural Areas (PSLNAs) will be considered to be SLNAs following a suitable flora and vegetation survey. It is the intention of the strategy that any PSLNAs determined to be significant are retained and where possible, protected and their biodiversity values managed for the future. A key goal for the City is to integrate the objectives of the Local Biodiversity Strategy into the City's Statutory Planning policies, functions and processes.
- The City endeavours to increase its overall canopy cover through rigorous public space planting, maintenance and tree replacement programs. This will lead to improved public space amenity, shading and attractive streetscapes whilst reducing the urban heat island effect.

Response

- Promote the protection of biodiversity through scheme provisions.

Water Management

Direction

- The City needs to identify ways in which land use management and development control can protect biodiversity and areas of environmental significance, support sustainable land management and protect water resources. Furthermore, the City has an obligation to manage groundwater dependant ecosystems and groundwater abstraction in relation to water levels and water quality to protect these ecosystems and to investigate and implement innovative solutions that provide "fit for purpose" water supply to ensure our communities can be liveable in the future.
- Development in areas known to contain acid sulphate soils need to be assessed using the WAPC Planning Guidelines for Acid Sulphate Soils.

Response

- Promote the sustainable management and protection of water resources through the application of efficient water management practice and controls.

Car Dependency

Direction

- The City needs to identify ways in which land use management and development control can assist to reduce car-dependency particularly in the rapidly growing Urban Growth Corridor and peri-urban communities such as Ellenbrook and Bullsbrook.

Response

- Promote the more efficient use of energy, the use of renewable energy where possible, and the use of alternative modes of transport to the car.

Basic Raw Materials

Direction

- Development potential in certain parts of the City may not be completely achievable due to their proximity to environmentally sensitive land uses or basic raw material resource areas. The overriding consideration is to ensure future communities are less likely to be impacted by industrial noise or odour.

Response

- Ensure an acceptable level of environmental performance for industry and/or separation from sensitive land uses.
- Ensure that significant resources are protected through appropriate planning mechanisms.

Impact Of Airport Noise And Industries On Sensitive Land Uses

Direction

- Development potential in areas lying within areas subject to significant levels of aircraft noise from Perth Airport are limited and any future development must be properly designed to minimise the impact of aircraft noise. Areas identified for increased infill development in the Urban Housing Strategy that lie under the updated ANEF 25 contour (aircraft noise zone) are not suitable for increased residential development and thus should not be coded greater than R20. The City will endeavour to mitigate the impact of noise and industrial activity on sensitive land uses in accordance with SPP 5.4 Road and Rail Noise.

Response

- Ensure an acceptable level of environmental performance for industry and/or separation from sensitive land uses.

Climate Change And Adaptation

Direction

- Emerging liability issues for local governments across Australia mean that in a planning context, the City needs to respond to the consequences of climate change, both in terms of mitigation and adaptation. Settlements in areas that may become flood prone or are of high fire risk in the future must be identified and the use of appropriate land use controls should be investigated for these settlements. The impact of climate change on rainfall and therefore water availability and quality, as well as the suitability of existing building stock and infrastructure for higher temperatures should also be considered.

Response

- Promote planning measures that encourage climate change adaptation and mitigation to ensure our communities are both resilient and liveable.

STRATEGIES AND ACTIONS

Strategic Response	Actions	No.
3.1.1 Promote the protection of biodiversity through scheme provisions.	Review the local planning scheme to investigate the use of planning mechanisms to retain and enhance the urban forest coverage within the City and to achieve the principles of the Local Biodiversity Strategy	1
	Apply the relevant environmental regulations and the principles of the City's Local Biodiversity Strategy to protect areas of biodiversity when assessing structure plans and subdivision applications.	2
3.1.2 Promote the sustainable management and protection of water resources through the application of efficient water management practice and controls.	Ensure that the provisions of the City's local planning scheme and local planning policies are consistent with Gngarara Groundwater Protection requirements and consider including a special control area under the local planning scheme.	3
	Incorporate water sensitive urban design measures for Public Open Space and other public areas.	4
	Investigate the feasibility of alternative water supply measures to meet the non-potable water demands of public open space.	5
	Where appropriate the City will protect and enhance watercourses, wetlands and other water resources in the City's rural areas.	6
	Implement the initiatives and objectives identified in Regional Water Management Strategy and Better Urban Water Management.	7
3.1.3 Promote the more efficient use of energy, the use of renewable energy where possible, and the use of alternative modes of transport to the car.	Investigate and apply suitable sustainability assessment principles and performance measures to the structure planning and subdivision approval processes.	8
3.1.4 Ensure an acceptable level of environmental performance for industry and/or separation from sensitive land uses.	Require the provision of buffers or complementary land uses to mitigate the impact of industrial uses on sensitive land uses in accordance with the State Planning Framework.	9
3.1.5 Promote planning measures that encourage climate change adaptation and mitigation to ensure our communities are both resilient and liveable.	Consider the Swan and Helena Rivers Flood Study and Floodplain Management Plan - Draft Flood Risk Assessment and Floodplain Development Strategy, to ensure communities and infrastructure are resilient to the predicted flood and storm surge levels.	10
	Apply State Bushfire Protection guidelines and SPP3.7 to guide structure plans, subdivisions and development applications.	11
	Investigate measures to adapt to reduced rainfall and increased urban heat, including water efficiency and expansion of water-sensitive green infrastructure.	12
3.1.6 Ensure that significant resources are protected through appropriate planning mechanisms.	Review the City's current planning framework to ensure it protects areas that contain significant resources.	13

Refer to Map 2 for further information regarding Natural Resource Management and Environmental Protection.



3.2 POPULATION AND HOUSING

OBJECTIVE: Facilitate a wide range of housing and lifestyle choices for current and future residents

CONSOLIDATED KEY ISSUES

Rapid Population Growth

Over the next 30 years, projections indicate that the City of Swan will become home to more than 175,000 additional residents. Representing a more rapid rate of population growth than previously experienced, this will place additional pressure on housing and infrastructure supply and, as noted in Perth and Peel @3.5million, an additional 73,450 dwellings will be required in the City over the next 30 years to 2050.

The Urban Growth Corridor is currently considered to be under-developed which presents a challenge associated with the need to cater for the rapidly growing population. The area is also still lacking adequate infrastructure (roads, public transport, water, electricity, etc.) which will require significant investment over the next two decades. It is logical to capitalise on this level of investment so that a cohesive urban corridor with efficiencies of scale and an interconnected public transport network can be achieved.

Ageing Population

The increases in population will occur across all age groups but the largest proportional increase (relative to population size) is in the 65+ age groups which together are forecast to grow by more than 20,000 persons (+150%) with the largest proportional increases being in the 80-84 and 85+ age groups that are forecast to grow by 202% and 243% respectively between 2016 and 2036. Currently, there is a shortage of appropriate accommodation for older persons in established areas, including single bedroom dwellings, therefore, without changes in policy, the shortage of suitable housing for aged persons could become more critical.

Lack Of Housing Diversity

Although the family household is expected to remain the dominant household type, there is an existing underlying demand for homes to match small households in established areas. Consisting of two or less people, smaller households are forecast to grow at a faster rate than previously experienced. The provision of smaller homes on smaller blocks can be achieved through changes in density and policy. Broadening the range of community living options for people with special needs is also an important social objective to pursue and is consistent with the aims of the State Affordable Housing Strategy 2010-2020.

Whilst the expected population growth can be accommodated in high growth areas such as Ellenbrook, the Urban Growth Corridor and future urban expansion areas, the provision of a greater range of housing products will also provide much-needed housing diversity in established areas close to existing services and infrastructure whilst addressing issues of housing affordability and affordable living.

Rural settlements

Some rural settlements could benefit from additional housing options being provided to make them more sustainable and increase housing options for residents in those areas. Lack of infrastructure and bushfire constraints are important considerations to determine the extent to which additional development could be supported.

STRATEGIC DIRECTIONS AND RESPONSES

Rapid Population Growth

Direction

- Perth and Peel @3.5million states that an additional 73,450 dwellings will be required in the City over the next 30 years. Growth areas such as the Urban Growth Corridor, Ellenbrook and Bullsbrook are capable of accommodating this growth.
- Activity centres and their surrounds are suitable places to accommodate higher density housing such as apartments, adding to the diversity of housing stock available in those neighbourhoods. In and around the major centres such as Midland, Ellenbrook and the future Brabham centre, good urban design elements can result in attractive higher density housing in the heart of activity centres.
- The proximity of higher density residential housing to places of employment and activity centres could reduce the need for car-based travel. Furthermore, the integration of higher density housing with public transport infrastructure has the potential to improve the amenity of these centres by reducing car-based traffic congestion.

Response

- Support residential development in greenfield areas identified by Perth and Peel @3.5Million.
- Identify suitable new urban areas as indicated in the North-east Sub-regional Planning Framework in consultation with the State Government.
- Support the viability of activity centres by providing appropriate housing and densities within activity centres and suitable areas around activity centres.

Ageing Population

Direction

- The City will provide for single bedroom homes, aged and dependent persons' dwellings, and consider the community's desire to "age in place" through the provision of increased housing opportunities and residential density increases for people who wish to remain in their communities.

Response

- Provide opportunities for people to 'age in place' with good access to support facilities.

Housing Diversity

Direction

- The major new initiative in the LPS has been the preparation of the City of Swan Urban Housing Strategy (UHS) consisting of an Infill Strategy and a Greenfields Strategy. The UHS is an informing document, and the LPS is the main document to guide consideration of infill and greenfield developments. The UHS formed the basis of residential dual codings which was gazetted in October 2015 and comprises the introduction of textual provisions for dual residential coding and the reclassification of approximately 13,500 properties to designate a dual residential code. The Infill Strategy identifies 15,500 sites across 16 established residential localities for higher residential densities taking advantage of access to existing infrastructure services, facilities and resources. The combination of family-oriented development in greenfield areas, medium density housing near services and public transport and inner-city living in high density residential accommodation such as apartments will see the City of Swan well positioned to become a provider of diverse and dynamic lifestyle opportunities in the Perth metropolitan area.

a. Infill Strategy

- Features of the Infill Strategy include:
 - Increased residential densities surrounding activity centres and locations with good access to public transport, schools, shops and centres of employment (refer to Map 4).
 - Incentives to provide single bedroom homes, aged and dependent persons.
 - Consideration of the community's desire to "age in place" through the provision of increased housing opportunities and residential density increases for people who wish to remain in their communities.
 - Encouragement of site assembly of at least 1,300m² to achieve maximum development potential and better built form outcomes.
 - The introduction of Dual Residential Codes (DRCs) in areas that have potential for higher residential densities. DRCs are the preferred planning tool rather than conventional upcoding because design criteria can be introduced to achieve the bonus development opportunity as stipulated by the DRCs.
 - Design criteria that promote Liveable Neighbourhoods, Transit Oriented Development and Crime Prevention through Environmental Design (CPTED).

b. Greenfield Strategy

- There will be considerable growth in existing and future greenfield areas consistent with the objectives of Perth and Peel @3.5million and in particularly, the North-East Sub-regional Planning Framework. Many greenfield areas are already zoned urban with strategic planning for them completed. Local structure plans, design guidelines and detailed area plans will be consistent with the relevant sub-regional strategies and district structure plans. Future greenfield areas are not yet zoned "urban" and are in the localities of Bullsbrook, West Swan West, Gidgegannup, South Guildford and Hazelmere (Bushmead). The Urban Housing Strategy proposes that the City, together with State Government agencies and service providers, manages growth in the future greenfield areas effectively and in accordance with the principles of Liveable Neighbourhoods. The Bullsbrook Townsite Master Plan (now endorsed as the Bullsbrook Townsite District Structure Plan) was adopted in October 2014 and will guide future planning in the Bullsbrook townsite.

Response

- Promote housing diversity to address sustainability principles such as reducing car dependence and to address housing affordability issues.
- Support additional housing options in rural townsites where appropriate.
- Support the viability of activity centres by providing appropriate housing and densities within activity centres and suitable areas around activity centres.

Rural Settlements

Direction

- Opportunities exist for rural settlements to become more sustainable through appropriate development in locations that have good access to community services and infrastructure, and are not subject to extreme bushfire risk but will not adversely impact on the environmental values of the area. Such development will be limited to townsites, namely Gidgegannup and Bullsbrook, where service availability and access to community facilities is more attainable. The Bullsbrook Townsite District Structure Plan will guide future development in the townsite. The Gidgegannup townsite was included in MRS Amendment 1239/41 effective December 2014 as Urban Deferred. In December 2015, the urban deferment was lifted and the townsite area is now zoned Urban. Gidgegannup is currently constrained by matters relating to waste water treatment, water supply, quarrying, public transport and traffic implications and these will need to be resolved before any urban expansion can be supported.

Response

- Support additional housing options in rural townsites where appropriate.

STRATEGIES AND ACTIONS

Strategic Response	Actions	No.
3.2.1 Support residential development in greenfield areas identified by Perth and Peel @3.5Million.	Ensure structure plans and subdivisions in greenfield areas of the City are in accordance with the relevant planning framework, and where appropriate implement through future amendments to the MRS and the Local Planning Scheme.	14
3.2.2 Identify suitable new urban areas as indicated in the North-East Sub-regional Planning Framework in consultation with the State Government.	Work with the Department of Planning, Lands and Heritage, the WAPC and relevant State Government agencies to assist with strategic planning for future greenfield areas.	15
3.2.3 Promote housing diversity to address sustainability principles such as reducing car dependence and to address housing affordability issues.	Investigate options to facilitate and increase the supply of diverse housing within the City.	16
3.2.4 Provide opportunities for people to 'age in place' with good access to support facilities.	Continue to support aged/dependent persons' dwellings in appropriate locations through the City's Planning Framework..	17
3.2.5 Support the viability of activity centres by providing appropriate housing and densities within activity centres and suitable areas around activity centres.	Develop, review and implement housing strategies for activity centres in accordance with the Local Commercial and Activity Centres Strategy.	18
3.2.6 Support additional housing options in rural townsites where appropriate.	Support the Bullsbrook District Structure Plan through amendments to the MRS and the Local Planning Scheme.	19
	A future planning framework for the Gidgegannup townsite should consider opportunities for new residential areas in and around the townsite that will contribute to the townsite's viability and is sustainable in the long term - environmentally, socially and economically..	20

Refer to Map 4 for further information regarding Housing.

3.3 ECONOMY AND EMPLOYMENT

OBJECTIVE: Facilitate the creation of a sustainable economy and provide opportunities for growth in a wide range of employment areas

CONSOLIDATED KEY ISSUES

Employment And Employment Self-Sufficiency

The City has a diversified and vibrant economic base with the seven main industries being Construction, Retail Trade, Manufacturing, Health Care and Social Assistance, Education and Training, Public Administration and Safety, and Transport, Postal and Warehousing. Construction is the most significant sector in terms of value and number of employees. The City's employment self-sufficiency rate (ESS) is 92.9% reflecting a strong labour market with many employment opportunities. Perth and Peel @3.5million forecasts a total of 192,950 jobs in the North-East sub-region by the year 2050 with an ESS of 85.8 per cent for the sub-region. A significant proportion of these additional jobs are likely to be within the City of Swan mainly in the strategic metropolitan centre of Midland with its ready access to the Perth-Midland railway line, the secondary centre of Ellenbrook, district centres at Bullsbrook and Brabham, the industrial centres at Malaga, Hazelmere, and Bullsbrook, and tourist attractors such as Guildford and the Swan Valley. Preserving current industrial and commercial land as well as planning for the provision of future employment areas remains a high priority.

Activity Centre Growth

State Planning Policy (SPP) 4.2 Activity Centres for Perth and Peel contains a hierarchy of activity centres for the planning and development of activity centres in the Perth and Peel regions. Midland is the Strategic Metropolitan Centre in the North-East sub-region and therefore is vitally important in terms of the provision of additional employment opportunities, particularly for commercial, community and government functions. Midland provides more than 40% of the total retail floor space throughout the City and its continued expansion will continue to generate new employment opportunities.

Preserving Existing Industrial Land

Malaga is one of the City's major industrial areas with manufacturing, construction, wholesale and retail being the largest industries in terms of both turnover and employment. As seen in other industrial centres in the Perth metropolitan region, market forces and increases in the gross rental values of land have had a substantial impact on the development of Malaga over the past 20 years. The pressure for expansion of land uses within Malaga is causing conflict between the operations of some businesses therefore it will be important to align Malaga's planning environment with the strategic directions of state and local planning.

Within the City, Bullsbrook South and Hazelmere are considered to be strategic industrial areas and there are three smaller industrial areas located in Bellevue, Bullsbrook Central and Middle Swan. The preservation and future expansion of industrial land for employment and economic development is a major priority for the State Government and the City of Swan.

Future Industrial Land

Perth and Peel @3.5million has identified a land bank for industrial land supply in the North-East sub-region. Most of the identified sites are within the City of Swan, highlighting the important role the City will play as the major provider of future industrial land in the region. Bullsbrook South, Bullsbrook North, and Hazelmere South have been identified as potential medium-term non-heavy industrial sites with a zoning time-frame of 4 to 10 years. The Bullsbrook Townsite precinct (north) has been identified for non-heavy industrial use in the long term (more than 10 years). The City is faced with the challenge to facilitate the growth of future industrial land and subsequently increase employment opportunities for the rapidly growing population.

The Need For An Intermodal Terminal Hub

Intermodal terminals are strategic points in the transport distribution network that enable freight to be transferred from road to rail and vice versa. If properly planned and developed, they would improve the efficiency of the entire freight transport chain, add value to existing industrial areas, have the characteristics of a specialist activity centre and provide future local employment. There is no intermodal terminal in the North-West or North-East sub-regions of Perth at present, however, Bullsbrook South has the potential to accommodate an intermodal terminal.

Swan Valley

The economic growth of the Swan Valley is affected by factors such as labour, capital, water and land use issues that increase the risk associated with the medium to long term economic sustainability of the Valley. The viticulture industry has historically been a dominant social and economic force in the Swan Valley but more recently, the Valley has also developed into an important tourism destination attracting metropolitan, interstate and international visitors. The Swan Valley Action Plan 2019 provides the Government's vision and actions for retaining Swan Valley as a productive rural area into the future.

The adequate allocation of water by the Department of Water and Environmental Regulation (DWER) is a major concern for the ongoing viability of the viticulture industry. Priority must be given to the viticulture industry with respect to water allocation. The City supports the development of a robust merits based allocation system that prioritises water allocation based on community need and allows for the reservation of water for future needs. The City also supports the investigation and implementation of alternative water solutions that supplement existing groundwater and will provide "fit for purpose" water for irrigation in the Swan Valley.

Opportunities for industries in the Swan Valley to integrate with and feed into other economic opportunities arising out of infrastructure investments such as NorthLink and the Great Northern Highway should be identified.

Small Business

Small business is a key success factor of the City's local economy with about 48% of registered businesses in the City being sole-traders with a majority turning over less than \$100,000 annually. Home based businesses are a subset of the sole trader sector and play an important role in decentralising employment to the suburbs and reducing car dependency. Small businesses are more vulnerable to businesses cycles therefore a flexible approach is needed to encourage small businesses to locate in activity centres where proximity to other businesses will be of mutual benefit. Home based businesses should be allowed to flourish in a controlled manner in suburban areas, where they do not impact on residential amenity.

Access To Education And Training

Approximately 55% of people who work in the City of Swan have a tertiary qualification³ however, less than half (46%) of the City's residents have gained a post-secondary qualification⁴. Therefore, access to education and training facilities is critical in order to move towards a knowledge/skills-based economy, and assist residents in finding better paid jobs locally.

3 Source: City of Swan Economic Profile

4 Source: City of Swan Community Profile

STRATEGIC DIRECTIONS AND RESPONSES

Employment And Employment Self-Sufficiency

Direction

- Major employment sectors such as retail, construction, manufacturing, transport, distribution and warehousing, tourism, and education and health services will be the focus of measures to create more jobs within the City. Growth in these sectors will be driven by factors including the strategic location of the City relative to key road and rail freight infrastructure with good access to the ports, Perth airport, inland container terminals and increased demand for population-based services such as health care and social assistance for the ageing population. Building on the strengths of the existing economic base by identifying opportunities and removing constraints to growth in these industry sectors will also be critical to the creation of a successful and sustainable local economy.
- As outlined in the North-East Sub-regional Planning Framework, the mix between white-collar, blue-collar and service-based employment is predicted to shift towards a higher proportion of service and white-collar workers with an increase expected in the proportion of workers in the community and service sectors. To accommodate this shift, future focus should be on creating opportunities for more diversity in employment in activity centres and industrial areas whilst protecting those areas from competing and non-complementary land uses.

Response

- Provide for suitable home based employment in residential areas.
- Support the establishment of small businesses in activity centres.
- Promote Midland as a Strategic Metropolitan Centre and economic hub of the North-East sub-region.
- Support the creation of new industrial areas in Bullsbrook South and north Ellenbrook consistent with Perth and Peel @3.5million.

Existing And Future Commercial Development

Direction

- Activity centres are important places where more jobs can be created and encouraging mixed uses within centres would also improve employment self-sufficiency.
- Midland Strategic Metropolitan Centre A new Midland Activity Centre Structure Plan sets the planning framework for generating more intense commercial and light industrial development and more employment opportunities in the Midland Centre and peripheral areas. The Midland Health Campus is located in the centre and the related growth in the health services sector will add to the diversification of jobs in Midland.
- Ellenbrook is an emerging Secondary Centre where the opportunity for increased diversity of employment exists. As the Urban Growth Corridor continues to develop, Ellenbrook will take on a major role as an employment and service centre and the need to provide a greater mix of land uses to accommodate employment growth will become a high priority.

Response

- Promote Midland as a Strategic Metropolitan Centre and economic hub of the North-East sub-region.

Existing And Future Industrial Development

- **Malaga** The core industrial area of Malaga needs to be protected to avoid commercial encroachment. The approach to additional uses along Alexander Drive, Marshall Road and Malaga Road currently zoned "Highway Zone" needs to be rationalised with an appropriate commercial rezoning to allow limited showroom, bulky goods as well as complementary offices and limited general commercial.

- **Hazelmere** The State Government’s Hazelmere Enterprise Area structure plan, endorsed in 2011, sets out a long-term plan for the area. Since then, more than 190 hectares of employment-generating land has been freed up in the Hazelmere industrial area, north-east of Perth Airport.
- **Ellenbrook** The need to provide new industrial land in North Ellenbrook has been identified in Perth and Peel @3.5million. The growth in home-based business in Ellenbrook is a trend that needs to be accommodated.
- **Future industrial area at Bullsbrook** Consistent with EELS 2012, the supply of industrial land in these areas is critical to providing a strong employment base for the anticipated growth in the Urban Growth Corridor and Bullsbrook.
- **Future Intermodal Terminal** The Western Australian Regional Freight Network Transport Plan identified the Bullsbrook/ North Ellenbrook area as suitable for a future intermodal freight terminal and further investigations of road and rail connections, site options and essential services requirements has concluded that a site in South Bullsbrook has the potential to accommodate an intermodal terminal. South Bullsbrook is on the Great Northern Highway, serviced by several major road networks with planned linkages to the Perth-Darwin Highway (NorthLink) and adjacent to the state rail network. The hub also has the potential to be a specialist activity centre.
- **Major transport infrastructure projects** such as the Perth-Darwin Highway (NorthLink) will be catalysts for new industrial and commercial developments. Existing commercial enterprises in strategic employment areas should be encouraged to take up opportunities to expand and integrate with these industries in order to facilitate long-term economic growth, encourage diversification and value-adding.

Response

- Protect the core area of Malaga as a primary industrial area whilst accommodating limited commercial and retail uses in high exposure areas as identified in the Local Commercial and Activity Centres Strategy (LCACS).
- Promote and facilitate the Hazelmere industrial area consistent with Perth and Peel @3.5million.
- Support the creation of new industrial areas in south Bullsbrook and North Ellenbrook consistent with Perth and Peel @3.5million.
- Support the road links between Great Northern Highway and Perth Darwin Highway (NorthLink) necessary for the economic growth of industries in the Swan Valley and other employment areas.

Swan Valley

Direction

- Greater protection and support for agricultural production is essential, most importantly, the adequate allocation of non-potable water so that the Swan Valley can fulfil its economic potential as envisaged by the Swan Valley Action Plan.

The Department of Planning, Lands and Heritage has prepared the Swan Valley Action Plan 2019 which provides the Government’s vision and actions for retaining Swan Valley as a productive rural area into the future.

Response

- Support the road links between Great Northern Highway and Perth Darwin Highway (NorthLink) necessary for the economic growth of industries in the Swan Valley and other employment areas.
- Ensure that the future economic growth of the Swan Valley is not constrained by inadequate non-potable water supply.
- New legislation and a new planning scheme for the Swan Valley consistent with the Swan Valley Action Plan will be prepared.

Small Business

Direction

- The City of Swan has a rich base of home based businesses, micro-businesses, town centre businesses, and those located in the various industrial precincts. Small businesses, particularly in the sole-trader sector, are a key success factor of the local Swan economy. The City's approach is one of driving small business development as it will be vital to sustaining and growing local employment opportunities. Changes to statutory planning provisions should be considered to promote diversity of land uses in activity centres so that small businesses will be attracted to relocate to activity centres where their proximity to larger businesses will be of mutual benefit.
- Home based businesses are a sub-set of the sole trader sector and should be encouraged in residential areas provided the amenity of the neighbourhood is not adversely affected. Home based businesses should be supported especially in the Swan Valley and Ellenbrook, where these business types are evident.

Response

- Support the establishment of small businesses in activity centres.
- Provide for suitable home based employment in residential areas.

Access To Education And Training

Direction

- To have a productive workforce, a move towards a knowledge and skills-based economy is essential. Increased access to training and education facilities may assist in providing resident workers greater scope for finding employment in the City. The role of TAFE and the new Curtin University Facility in Midland should be promoted and considered in future planning of the area.

Response

- Support the establishment of education and training facilities within major activity centres.



STRATEGIES AND ACTIONS

Strategic Response	Actions	No.
3.3.1 Promote Midland as a Strategic Metropolitan Centre and economic hub of the North-East sub-region.	Implement the adopted Midland Activity Centre Structure Plan to guide the centre's growth as the main centre for new higher density housing, shopping, business activity, service delivery, light industry, entertainment and community facilities.	21
3.3.2 Protect the core area of Malaga as a primary industrial area whilst accommodating limited commercial and retail uses in high exposure areas as identified in the Local Commercial and Activity Centres Strategy.	Ensure that the role and function of Malaga as a Strategic Industrial Centre is protected and that retail and commercial uses are complementary to its operation and does not include uses more appropriately located in activity centres.	22
3.3.3 Promote and facilitate the Hazelmere industrial area consistent with Perth and Peel @3.5million.	Review the Hazelmere Enterprise Area Structure Plan and ensure its implementation through local planning scheme amendments.	23
3.3.4 Support the creation of new industrial areas in south Bullsbrook and north Ellenbrook consistent with Perth and Peel @3.5million.	Work with the State Government and relevant State agencies to develop and implement the Bullsbrook Freight and Industrial District Structure Plan to facilitate industrial development.	24
3.3.5 Support the road links between Great Northern Highway and Perth Darwin Highway (NorthLink) necessary for the economic growth of industries in the Swan Valley and other employment areas.	In future structure plans in Ellenbrook/North Ellenbrook areas, make provisions for possible road links between Perth Darwin National Highway (NorthLink) and Great Northern Highway.	25
3.3.6 Ensure that the future economic growth of the Swan Valley is not constrained by inadequate non-potable water supply.	Work with the State Government and the Department of Water and Environmental Regulation to ensure adequate non-potable water allocation and alternative supply for the Swan Valley.	26
3.3.7 A new Act and scheme to be created consistent with the Swan Valley Action Plan.	Monitor the State Government's progress in preparing and implementing new legislation and a new planning scheme for the Swan Valley consistent with the Swan Valley Action Plan.	27
3.3.8 Support the establishment of small businesses in activity centres.	Identify appropriate zones, lot sizes and car parking standards within activity centres and where appropriate amend the Local Planning Scheme and relevant Local Planning Policies to facilitate small businesses.	28
3.3.9 Provide for suitable home based employment in residential areas.	Review planning policy measures in the current planning framework in order to encourage home based employment with appropriate controls to protect residential amenity.	29
3.3.10 Support the establishment of education and training facilities within major activity centres.	Support the establishment of education and training facilities close to major transport nodes, preferably in Midland and Ellenbrook.	30

Refer to Map 3 for further information regarding Economy and Employment.

3.4 RETAIL AND ACTIVITY CENTRES

OBJECTIVE: Develop a viable and sustainable network of activity centres to provide for the community's social and economic needs.

CONSOLIDATED KEY ISSUES

Diversification And Enhancement Of Activity Centres

There is an established hierarchy of activity centres as outlined in SPP 4.2 with the highest order centre being Capital City followed by Strategic Metropolitan Centres, Secondary Centres, District Centres and Neighbourhood Centres (supported by local centres). These centres currently lack land use and employment diversity. Furthermore, some of these centres are in need of attractive, people-friendly and safe public spaces.

Midland City Centre

The Midland centre is a Strategic Metropolitan Centre and is the economic anchor of the North-East sub-region. Its strategic importance will be the principal driver for growth and development as the main centre for new higher density inner-city housing, shopping, business activity, service delivery, entertainment and community facilities. Midland currently faces the challenge of providing a sufficient amount of goods, services and accommodation for the rapidly growing population.

Ellenbrook Secondary Centre

The Ellenbrook Centre is a Secondary Centre and will be a major centre for employment and activity in the urban growth area. It is faced with the challenge of providing sufficient goods, services and a variety of housing for the local community.

District And Neighbourhood Centres

The only District Centre within the City's boundaries identified in SPP 4.2 Activity Centres for Perth and Peel is the Brabham district centre; however, the existing Bullsbrook townsite, currently a neighbourhood centre, is challenged with accommodating a significant population increase over the medium to longer term. This will potentially elevate its status to a district centre. There is also a network of current and proposed neighbourhood centres including Gidgegannup which is currently constrained by limited services and infrastructure. Gidgegannup is zoned 'Urban' under the Metropolitan Region Scheme however, an urban rezoning under the Local Planning Scheme cannot be progressed until these limitations have been addressed and further investigation has been undertaken.

Retail Needs

In 2011, the City commissioned a Retail Needs Assessment Study to identify the demand and supply trends for retailing in the City and to provide the basis for subsequent planning initiatives such as the preparation of the Local Planning Scheme and future structure plans for the Midland Strategic Metropolitan Centre and Ellenbrook Secondary Centre. This study was updated in conjunction with the preparation of a Local Commercial and Activity Centre Strategy which has been adopted as a Local Planning Policy in 2017.

The study has also highlighted issues such as recognising the importance of the Midland Strategic Metropolitan Centre, establishing what the retail needs of the urban growth areas are, the need to minimise retail escape spending⁵, addressing the growing trend for homemaker centres⁶ to establish in non-contiguous development patterns along numerous major roads, and the need to refine the network of activity centres within the City.

STRATEGIC DIRECTIONS AND RESPONSES

Diversification And Enhancement Of Activity Centres

Direction

- The success of activity centres in general, is dependent on the provision of a diverse mix of land uses that will assist in attracting people to the centres and deliver a range of services such as retail, entertainment, business services and community facilities. The enhancement of these centres with increases in floor space will also assist in providing additional local employment. It will be important to support the consolidation or clustering of activities in centres to realise benefits through shared infrastructure provision, encourage vibrancy and co-locate complementary business in order to help generate employment.
- Creating attractive, people-friendly and safe public spaces in and around activity centres will significantly improve the visitor experience which in turn, can lead to increased retail spend.

Response

- Encourage and consolidate a wide mix of activities in centres.
- Support the physical enhancement of Activity Centres.
- Consolidate and refine the network of neighbourhood centres.

Promote integrated development supportive of an efficient public transport system.

Midland City Centre

Direction

A major focus for the City is the adoption of the Midland Activity Centre Structure Plan. Its key features are:

- Recognising the status of the Midland Centre as a Strategic Metropolitan Centre and the economic hub of the North-East sub-region, and ensuring appropriate land uses and built form outcomes are accommodated within it;
- Recognising the need for more intense development, focused around public transport and points of amenity;
- Creating a new network of green spaces, characterised by small to medium urban greens and public squares;
- Endorsing the City's vision for relocating the Midland Train Station and Transit Interchange to a more centralised location at Cale Street to better serve the St. John of God Midland Public Hospital and pedestrian core;
- Creating a spine of taller development along the railway line, south of Great Eastern Highway and Victoria Street within a landscaped setting including extensive street tree planting;
- Formalising a network of pedestrian oriented, activated streets with complementary building form, principally around Midland's old town and linking to the Midland Gate Shopping Centre;
- Improving north-south links by extending Cale Street across the rail line as an at-grade crossing and reinforcing Helena Street as a complementary north-south crossing;
- Creating attractive and well-treed entry boulevards along Great Eastern Highway, Lloyd Street and Morrison Road; and
- Identifying locations for development of public parking facilities, reducing the requirement for onsite car parking and allowing more efficient use of car bays.

5 Retail escape spending is described in the City of Swan Retail Needs Assessment August 2011 as retail expenditure that is spent in other metropolitan centres outside the City of Swan's boundaries

6 The Retail Needs Assessment describes these activities as typically bulky merchandise retail such as furniture, whitegoods and other electrical equipment, camping equipment, hardware and so on. The land use category used in LPS17 is "showroom".

Response

- Promote Midland as a Strategic Metropolitan Centre and the major economic hub of the North-East sub-region.
- Encourage and consolidate a wide mix of activities in centres.

Ellenbrook Secondary Centre

Direction

- The Ellenbrook Secondary Centre is the next largest after the Midland Strategic Metropolitan Centre. As urban development in Ellenbrook and its surrounds proceeds and approaches maturity, the Ellenbrook centre should evolve to include a more diverse range of uses but should not replace or challenge the overarching regional role of the Midland Strategic Metropolitan Centre.

Response

- Ensure the Ellenbrook Secondary Centre is able to achieve its potential as a major centre for employment and activity.

District And Neighbourhood Activity Centres

Direction

- The growth of the retail sector will occur as a natural consequence of population growth particularly in the greenfield areas. Developments in new activity centres such as Brabham and the future Broadway district centre in Ellenbrook, will need to be monitored to ensure there is an adequate supply of retail floor space to serve the community's needs. The functional nature of the Brabham district centre will need to be re-examined in light of rapid population growth.
- The existing Bullsbrook townsite, currently a neighbourhood centre, is planned to accommodate a significant population increase over the medium-to-longer term which will potentially elevate its status to a district centre (in a new location east of Great Northern Highway).
- The Gidgegannup townsite is a long-term investigation area and studies are required to justify the possible future expansion and upgrading of the Gidgegannup neighbourhood centre to align with population growth as it occurs.
- The principle of centres anchored by a supermarket tenant as the basis for network planning should be appreciated within structure plans for emerging urban communities to avoid potentially under-performing small neighbourhood and local centres. The hierarchy of existing neighbourhood centres needs to be refined to give more clarity to their intended roles and functions.

Response

- Promote the provision of adequate retail floor space in district and neighbourhood centres in urban growth areas.
- Support and refine the activity centre hierarchy whilst ensuring 'out of centre' proposals do not undermine this hierarchy.
- Support the establishment of a District Centre in Bullsbrook to cater for future population growth.

Retail Needs Assessment And City Of Swan Local Commercial And Activity Centres Strategy

Direction

- The City of Swan’s Local Commercial and Activity Centres Strategy (LCACS) was adopted by Council on 27 September 2017. The main objective of the LCACS is to provide strategic guidance for the preparation and assessment of activity centre structure plans, district and local structure plans, and development applications. The LCACS plays an important role in positioning activity centres as key economic and employment nodes.
- The LCACS establishes an activity centre hierarchy which is an effective means of providing high-level guidance of sustainable growth in activity centres in terms of the location, scale and nature of investment and land uses intended for activity centres. The strategic directions are consistent with the LCACS objectives. The LCACS provides a detailed list of actions that support the above principles for activity centre policy, in addition to specific actions for each centre. All the actions are listed in Appendix 2.
- The development of ‘homemaker centres’ comprising outlets selling large format, homemaker and bulky goods is a rising trend for the City. These centres are not activity centres but should be located in well planned and integrated developments rather than in non-contiguous developments along numerous major roads.

Response

- Encourage and consolidate a wide mix of activities in centres.
- Support the physical enhancement of Activity Centres.
- Promote the provision of adequate retail floor space in activity centres in urban growth areas.
- Encourage well planned locations for showrooms.



STRATEGIES AND ACTIONS

Strategic Response	Actions	No.
3.4.1 Promote Midland as a Strategic Metropolitan Centre and the major economic hub of the North-East sub-region.	Implement the adopted Midland Activity Centre Structure Plan to facilitate the Centre's growth as the main centre in the North-East sub-region.	31
3.4.2 Ensure the Ellenbrook Secondary Centre is able to achieve its potential as a major centre for employment and activity.	Review the Ellenbrook Centre Structure Plan to ensure that a greater mix of uses can be achieved.	32
3.4.3 Promote the provision of adequate retail floor space in activity centres in urban growth areas.	Review existing Brabham Activity Centre Structure Plan to reflect the change in status of Brabham from a large Neighbourhood Centre to a District Centre.	33
	Ensure that new neighbourhood centres in urban growth areas are allocated sufficient retail floor space as recommended in the Local Commercial and Activity Centres Strategy (LCACS).	34
	Investigate whether a district centre in the Gidgegannup townsite should be planned for in the long-term.	35
3.4.4 Support and refine the activity centre hierarchy whilst ensuring 'out of centre' proposals do not undermine this hierarchy.	Support the Activity Centre hierarchy identified in the LCACS and restrict 'out of centre' retail development to those that are, consistent with the achievement of a net community benefit without undermining the Activity Centre hierarchy.	36
3.4.5 Support the establishment of a district centre in Bullsbrook to cater for future population growth.	Support the establishment of a District Centre in accordance with the Bullsbrook Townsite District Structure Plan.	37
3.4.6 Encourage and consolidate a wide mix of activities in Centres.	Ensure that Activity Centres accommodate a wide range of uses including community and cultural facilities.	38
	Support vibrant, viable and sustainable activity centres which offer a wide range of shopping and visitor experiences.	39
3.4.7 Support the physical enhancement of Activity Centres.	Ensure that development in Activity Centres provides for a mix of uses and built form diversity which promotes the physical enhancement of the Centre.	40
	Implement the provisions of the Local Commercial and Activity Centres Strategy (LCACS).	41
	Undertake place based planning such as local development plans and design guidelines to guide developments within centres which will facilitate their enhancement.	42
3.4.8 Consolidate and refine the network of neighbourhood centres.	Ensure that adequate neighbourhood and local centres are provided for emerging urban communities.	43

Strategic Response	Actions	No.
3.4.9 Promote integrated development supportive of an efficient public transport system.	Ensure all structure planning and transport planning for activity centres addresses the integration of land use development and public transport facilities.	44
3.4.10 Encourage well planned locations for showrooms.	Identify key preferable locations for showrooms in the eastern and southern edges of the Midland Strategic Metropolitan Centre and in the Malaga industrial area along Malaga Drive, Marshall Road and Alexander Drive. Amend the City's planning framework as required to achieve the desired outcome.	45

Refer to Map 4 for further information regarding Retail and Activity Centres



3.5 TOURISM

OBJECTIVE: To stimulate the tourism industry and showcase the Swan Valley and the City's main attractors.

CONSOLIDATED KEY ISSUES

Growing The Tourism Economy

In order to grow the City's market share of visitors and ensuring that the City contributes fully to Western Australia's 2020 tourism targets, decisive action and the commitment of all stakeholders involved in the visitor economy is required. As outlined in the City of Swan Tourism Development Strategy 2015-2020, the City aims to position itself to become the destination of choice for its target markets. The City aims to increase the value of the visitor economy by generating an additional \$132m visitor expenditure by 2020, supporting up to 1600 new jobs, developing a 7 day visitor economy and lifting brand awareness for the Swan Valley as the City's key visitor attractor.

Swan Valley Tourism

The Swan Valley is a highly recognised and prized tourism asset in the City of Swan and is the oldest and most visited food and wine tourism destination in Western Australia. It is governed by a hierarchy of planning legislation framework with the most important planning instrument being the Swan Valley Planning Act. Subsidiary legislation such as those governing agricultural practices and water usage also influences overall land use and development in the Swan Valley. The City of Swan's development, planning and marketing of tourism is further guided by the City's Economic Study for the Swan Valley 2009.

The current planning and legislative framework does not adequately address the conflict of land use between different activities in the Swan Valley. The viticulture industry provides an important underpinning economic base for the tourism industry however, the Swan Valley Action Plan is clearly intended to provide for tourism, particularly agritourism that would support the viability of the viticulture industry.

The demand for tourism-related land use and activities is increasing. The needs of the tourism industry have to be balanced alongside the overriding requirement to protect the viticulture industry. The objectives of the different industry sectors such as tourism and agriculture and individual industry sectors such as breweries and wineries present challenges for the City as it strives to support the tourism industry and at the same time, protect the Swan Valley from inappropriate development and still operating within the legal framework of the SVPA. This division highlights a need for the State Government's review of the SVPA to establish a clearer vision and objectives under the SVPA and all subsidiary legislation affected by the Act.

Heritage Tourism And Linking With The Swan And Helena River

While the Swan Valley is the key tourism asset of the City, there are plans to develop other tourism destinations within the City primarily Midland, Guildford, Bullsbrook and Gidgegannup. The areas of Midland and Guildford offer the greatest potential for intensifying tourism visitation based on their heritage values.

The Midland Centre is the Strategic Metropolitan Centre of the North-east sub region. There is a statutory requirement under State Planning Policy 4.2 to prepare a Midland Activity Centre Structure Plan to guide future decision-making and help create a lively, thriving and identifiable City Centre. It is worth noting that the City Centre is currently 'disconnected' from two of its prime environmental assets - the Swan and Helena Rivers. Improving walkability, cycle access and wayfinding to capitalise on the Centre's proximity to the two rivers are important transformational projects for the City to embrace.

Rural Tourism

There is potential for tourism to conflict with agricultural land uses particularly where there is an expected level of amenity. Impacts such as spray drift, dust, odour, noise and traffic are accepted to a certain degree in rural areas as they are characteristic of the regular rural operations, but may not be appropriate in a tourist related setting. Management and mitigation of the conflicts between traditional agricultural land uses and tourism are significant in determining long-term land use allocations.

STRATEGIC DIRECTIONS AND RESPONSES

Growing The Tourism Economy

Direction

- The City of Swan Tourism Vision outlined in the Tourism Development Strategy 2015-2020 is “The City will be one of Western Australia’s premier visitor destinations, a destination that is famed for its gourmet food and beverage and is alive with events and experiences that characterise its unique heritage, people and places.” In the implementation of the Strategy, target markets and market trends will have been considered in addition to key tourism development themes, including international markets, indigenous products, trails and product clustering, the cruise sector, export capacity building, food and wine, festival and events, technological infrastructure and digital initiatives.

Response

- Promote the establishment of tourism industries in the Swan Valley and other areas of the City, ensuring that the economic viability of existing agricultural industries is not compromised.

Swan Valley Tourism

Direction

- The Department of Planning, Lands and Heritage has prepared the Swan Valley Action Plan 2019 which provides the Government’s vision and actions for retaining Swan Valley as a productive rural area into the future.
- The City of Swan’s Tourism Development Strategy 2015-2020 has as a priority, establishing ‘Swan Valley’ as a leading part of the ‘Destination Perth’ set of experiences. It further identifies opportunities for new accommodation in the Swan Valley, improved signage including the Swan Valley Food and Wine Trail, establishing marketing initiatives which focus on driving growth in midweek visitation and investigating the feasibility of developing/improving east and west road links within the Valley. The strategy also recommends the City invest in infrastructure to support new experiences that deliver on the positioning of the Swan Valley to support river based experiences between wineries such as a cycling network.

Response

- Support tourism development in rural areas, that are of an appropriate scale and nature which complement the rural character and respects the primary productivity of the City’s rural areas, whilst recognising the contribution tourism has on the local economy.

Heritage Tourism And Linking With The Swan And Helena River

Direction

- The City has a rich natural, cultural and built heritage. Ways to encourage more people to visit heritage places such as Guildford, Midland and the Swan and Helena Rivers should be investigated including a new Swan Valley Visitor Centre and an Aboriginal Cultural Centre within the City.
- It is also important for the Midland City Centre and Guildford to be easily connected to its prime environmental assets namely, the Swan and Helena Rivers. Improving and providing direct links between the City Centre and the Swan and Helena River environs will help ensure that the rivers properly associate with the City Centre and form part of an integrated urban fabric with high amenity values.

Response

- Encourage visitation and support linkages to places of significance such as Whiteman Park, Guildford, Midland and the Swan and Helena Rivers.

Rural Tourism

Direction

- Tourism based business in rural areas has grown significantly, and there is an evident relationship between the rural landscape being both an attractor of tourism and recreation based industries. The City has significant nature based tourism, with National Parks, State Forests, nature reserves, walk trails and the Swan River. Wildflower drives, Noble Falls, the Paruna Sanctuary in Gidgegannup and the Walyunga National Park are notable rural tourist and recreation attractors. The City of Swan's Tourism Development Strategy has specific recommendations with regards to Bullsbrook and Gidgegannup .
- Agri-tourism is a form of niche tourism that is considered a growth industry in Australia and can be a supplementary source of income for rural landowners. Agri-tourism and food tourism refers to activities such as visiting working farms or other, farm or food related business (including restaurants, markets, produces outlets and natural attractions) for enjoyment, education, or active participation in activities and events. Rural areas that are successful in agri-tourism and food tourism tend to have common features; access to accommodation; appropriate infrastructure and proximity or easy access to urban areas. Parts of the City of Swan's rural areas are well equipped to facilitate these types of land uses therefore long-term and sustainable coordination of agri-tourism and food tourism is needed to promote and develop this type of land use activity.

Response

- Support tourism development in rural areas that are an appropriate scale and nature which complement the rural character and respects the primary productivity of the City's rural areas, whilst recognising the contribution tourism has on the local economy.

STRATEGIES AND ACTIONS

Strategic Response	Actions	No.
3.5.1 Promote the establishment of tourism industries in the Swan Valley and other areas of the City, ensuring that the economic viability of existing agricultural industries is not compromised.	Implement the Swan Valley Action Plan.	46
3.5.2 Encourage visitation and support linkages to places of significance such as Whiteman Park, Guildford, Midland and the Swan and Helena Rivers.	Develop and promote a pedestrian shared path network to provide visitors with easy access to places of cultural and heritage interest in Guildford and Midland.	47
	Implement the recommendations of the Swan Cycle Connect Strategy and Swan Valley Bike Plan to complete the proposed bicycle networks.	48
	Promote improved road, cycle and pedestrian links between the City Centre, Guildford and the Swan and Helena Rivers.	49
	Work with the relevant agencies to progress with the Swan Riverside Regional Park Plan and investigate developing a river foreshore plan to reflect the City's vision for the Swan River.	50
	Identify and implement key tourism opportunities resulting from the future Whiteman Park Station.	51
3.5.3 Support tourism development in rural areas, that are an appropriate scale and nature which complement the rural character and respects the primary productivity of the City's rural areas, whilst recognising the contribution tourism has on the local economy.	Where appropriate consider tourism and accommodation in rural areas where they supplement traditional agricultural farming practices, primary productivity and rural industry.	52
	Support the diversification of traditional forms of agriculture, incorporating tourism, recreation and supporting tourist uses (i.e. accommodation) in appropriate locations.	53
	Develop and implement a City-wide trails strategy identifying existing trail assets including bridle, walking, cycle and kayak/canoe trails.	54
	Encourage low-impact, adequately scaled ecotourism opportunities in rural parts of the City, considering prevailing areas of natural beauty and unique biodiversity values.	55
	Ensure tourism related developments and land use can be supported by sufficient services, particularly with respect to water supply, effluent disposal and transport infrastructure.	56

Refer to Map 3 for further information regarding Tourism

3.6 OPEN SPACE AND COMMUNITY FACILITIES

OBJECTIVE: Provide a diverse range of functional and quality open space and community facilities that can be managed in a sustainable way to meet the long term needs of the community.

CONSOLIDATED KEY ISSUES

Adequacy Of Public Open Space

Quality public open spaces and community facilities are a vital part of a City's urban fabric and quality of life. They assist in defining a community's identity and provide social, environmental and economic benefits to residents, workers and visitors. The City has prepared an Open Spaces and Community Buildings Strategy (OSCBS) to guide the planning, development and maintenance of open space and community facilities within the City of Swan.

As the City transforms and population levels increase significantly, the adequate provision of public open space (POS) and community facilities will be critical to the health and wellbeing of local communities. The type, functionality and adequacy of public open space for residents in high density/high rise areas are important considerations in view of the increases in residential density.

Most of the water used in POS is self-supplied by the City of Swan and schools, which use their own groundwater bores and irrigation infrastructure. With limited groundwater to support future growth in the City, alternative and affordable non-potable water infrastructure is needed to supply the water needed to maintain the liveability and productivity of POS areas within the City.

Provision Of Suitable Sporting Spaces

A number of issues have emerged that are impacting on the City's ability to ensure that the community's recreational needs are met. The application of State policies such as Liveable Neighbourhoods has resulted in a reduction of sporting spaces being provided within a community by allowing POS to perform a range of other functions such as providing biodiversity conservation corridors traditionally met in other ways. The policy of allowing the collocation of POS sites with smaller school sites has also contributed to a shortfall of sporting spaces as has the over-provision of non-functional open spaces.

Provision Of Community Facilities

The City faces challenges in providing facilities required for a healthy and active community while balancing emerging economic and environmental considerations. In order to remain sustainable into the future, new approaches to the location of facilities and their funding need to be found.

Planning For Future Growth

Significant growth is forecast and an additional 73,450 dwellings will be required in the City over the next 30 years. Greenfield areas will accommodate most of the growth and the provision of community infrastructure must be in line with community expectations and Council's financial resources. The areas identified for higher density residential development within existing residential may experience future shortfalls in community infrastructure and these need to be monitored.

STRATEGIC DIRECTIONS AND RESPONSES

Adequacy Of Public Open Space

Direction

- The City should ensure that there is adequate provision and distribution of open space for recreation and sporting uses.
- In Greenfield areas, the provision of numerous small pocket parks may need to be reviewed at structure planning stages to avoid future under-utilisation of local open space. The emphasis should rather be on providing a network of functional open spaces.
- An investigation needs to be undertaken as to whether the current type, functionality and adequacy of public open space in high density areas will satisfy the future recreational needs of residents.
- Ensure that water allocation is based on community needs and allow for reservation of water for future POS particularly in Greenfield areas. Furthermore, work with State Government agencies and water utilities to identify alternative fit-for-purpose water sources.

Response

- Promote the provision of a diverse range of open space that meets the needs of the current and future community.
- Ensure that higher density areas are provided with sufficient and suitable public open space.

Provision Of Suitable Sporting Spaces

Direction

- A regional sporting complex needs to be provided in the City on a site in the vicinity of Whiteman.
- The City should ensure that there is adequate provision and distribution of open space for recreation and sporting uses.
- Response
- Promote the provision of a diverse range of open space that meets the needs of the community in a sustainable way.
- Promote the location of community facilities in well used and accessible areas.

Provision Of Community Facilities

Direction

- Due to increasing costs, new approaches are required to fund the construction and refurbishment of community facilities. Developer contributions are one avenue for the City to pursue in the future.
- The provision of City-owned community facilities will need to be reviewed over time to accommodate changing demographics and to identify well used and prominent locations where these facilities could be successfully co-located.
- The Community Infrastructure Plans (CIPs) will provide guidance for the future planning, location development and funding priorities for public open space and community facilities based on projected growth, demands, trends and expectations. It will ensure that provision of these facilities will be considered in a timely manner, integrating community facility planning with land-use planning.

Response

- Promote new approaches to funding the redevelopment of community facilities.
- Promote the location of community facilities in well used and accessible areas.

Planning For Future Growth

Direction

- Greenfields areas are required to accommodate most of the projected dwelling growth therefore, the provision of community infrastructure must be in line with community expectations and Council's financial resources.

Response

- Promote the provision of a diverse range of open space that meets the needs of the community in a sustainable way.
- Promote the location of community facilities in well used and accessible areas.



STRATEGIES AND ACTIONS

Strategic Response	Actions	No.
3.6.1 Promote the provision of a diverse range of open space that meets the needs of the current and future community.	Ensure that structure plans and subdivisions provide adequate local, neighbourhood, district and regional open space in accordance with City's and Department of Planning, Lands and Heritage planning frameworks.	57
	Structure plans should ensure that public open space will meet the future recreational and sporting needs of the community and adopt a balanced and financially sustainable approach in line with the principles of Community Infrastructure Plans.	58
	Working with the Department of Water and Environmental Regulation (DWER), the City will ensure that water allocation is based on community needs and allows for reservation of water for future needs. Particularly in Greenfield areas. In areas where groundwater is not available for irrigation, the City working with State Government agencies and water utilities will investigate alternative fit-for-purpose water sources.	59
3.6.2 Ensure that higher density areas are provided with sufficient and suitable public open space.	Local Area Plans and Community Infrastructure Plans encompassing the infill areas should identify where future gaps in the provision of community infrastructure are likely to occur and in high density areas consideration will be given to designing public open spaces suitable for residents in high density areas.	60
3.6.3 Promote the location of community facilities in well used and accessible areas.	Structure plans and Local Area Plans should identify sites for community facilities adjacent to or in activity centres or on public transport routes. These sites should be of a sufficient size to ensure that the successful co-location of community facilities can occur in the future as required.	61
	In established areas, the provision of community facilities will need to be reviewed over time to accommodate changing demographics and to identify locations where facilities could be successfully co-located.	62
3.6.4 Promote new approaches to funding the redevelopment of community facilities.	Investigate developing a new City-wide development contribution scheme to fund future improvements to existing community facilities.	63

Refer to Map 2 for further information regarding Open Space.

3.7 RURAL LAND USES, SUBDIVISION AND DEVELOPMENT

OBJECTIVE: Encourage sustainable development and land uses in rural areas whilst recognising the importance of protecting agricultural, natural and raw-material resources.

CONSOLIDATED KEY ISSUES

Urban Growth And Agricultural Land Uses

Rural land uses within the City of Swan have changed considerably over time and continue to change as they are influenced by environmental, physical, economic and social factors. Continual urban expansion has resulted in pressures being brought to bear on areas of intensive agricultural uses. The City of Swan contains Local Priority Agriculture Areas in the Swan Valley, Gidgegannup and Bullsbrook areas and there is a need for the long term protection of primary productivity in these areas.

It is recognised that the current regulatory framework is ineffective at addressing the long term viability of land uses within the Swan Valley. The eastern portion of the Swan Valley (Area C of SVPA) has lower quality soils, fragmented land ownership and is experiencing declining agricultural incomes. Over time, alternate crops and diversification of land uses may become important considerations for this part of the Swan Valley to provide a buffer against market fluctuations. The City of Swan should work closely with Department of Planning, Lands and Heritage to implement the relevant recommendations of the Swan Valley Action Plan.

Consideration should be given to services and infrastructure that supports agriculture and rural land use, in addition to any limitations of those activities, such as adequate buffer distances and limited water availability.

Sustainable Rural Settlement

There is a general presumption against ad-hoc subdivision of rural land; appropriate rural residential development based on accessibility to infrastructure, services and amenities may be supported in some areas, particularly where risk of bushfires is considered acceptable. Such areas will be limited towards townsites, namely Gidgegannup and Bullsbrook, where service availability and access to community facilities is more attainable.

Rural settlement in Swan should address long term cumulative aspects of rural development, such as the net loss of remnant vegetation when applying clearing requirements and other measures for bushfire protection, such as firebreaks. Rural residential developments must be responsive to climate change and demonstrate sufficient and sustainable supply of water for both domestic and firefighting purposes, whilst retaining biodiversity values.

Basic Raw Materials

Basic raw material resources ranging from clay, rare earth minerals, and precious metals to sand, limestone and gravel are extensively located within the City. The importance of these resources to future urban development in the Perth metropolitan area has been recognised in the WAPC's SPP2.4 Basic Raw Materials which seeks to protect resource-rich areas from being developed for incompatible land uses which could limit future extraction, and to also provide a consistent planning approval process for extractive industry proposals. However, there is a potential conflict between achieving one of the objectives of Perth and Peel @3.5million in accommodating future growth and protecting basic raw material rich areas from incompatible land uses.

Planning For Bushfire Protection

The majority of rural land within the City is classified as bushfire prone. Land use and development in rural areas therefore needs to respond to the threat of bushfire, balancing the potential impact of bushfire risk management regimes on the environment and natural resources. Specific planning and building requirements apply to developments within designated bushfire prone areas in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 and State Planning Policy 3.7 Planning in Bushfire Prone Areas. The City has a responsibility to ensure sensitive or potentially hazardous land uses do not increase the risks on life and property.

STRATEGIC DIRECTIONS AND RESPONSES

Urban Growth And Agricultural Land Uses

Direction

- Prime agricultural land should be protected by discouraging the fragmentation of existing productive agricultural land and controlling the location and extent of urban activities adjacent to or in rural areas as entrenched in the WAPC's SPP 2.5 Rural Planning. In this regard, the City of Swan aims to protect rural areas which support agricultural land use and primary production, recognising the economic, social and historical significance of primary industry in the City.
- The planning framework and processes should aim to protect land containing productive soils from the impact of rural development, land use activity and inappropriate subdivision. Diversification of land use activities and support of new forms of agriculture and potential new enterprises in rural areas should be considered where it compliments, rather than conflicts with, primary production.
- The planning processes and local framework should consider natural land and water resources which contribute to the City's ecosystem. Land management should be based on catchments as the geographical unit rather than geopolitical boundaries. The City should consider the changing nature of catchments and adapt decision making and management of these catchments accordingly.
- The Swan Valley Action Plan supports the emerging focus on architectural design and the application of natural building materials as part of a contemporary 'vineyard' palette through both built form guidance and where necessary, development controls.

Response

- Protect rural areas which can support agricultural land-use and primary production, recognising the economic, social and historical significance of primary industries in the City.
- Maintain biodiversity areas on private land containing significant native vegetation.
- Protect and enhance the visual appearance of the rural landscape, recognising prevailing native vegetation and topography as important landscape features through the local planning framework and decision making.

Sustainable Rural Settlement

Direction

- Implement the Local Rural Planning Strategy to provide strategic guidance for future land use planning for the rural areas. Settlement in rural areas should address land use conflict from prevailing primary production land uses and address infrastructure needs such as reticulated water and sewerage requirements. Settlement in rural areas must also address the risks associated with bushfire threat taking into account the potential impact of bushfire hazard mitigation and regimes on the natural environment, particularly where movement networks and emergency access provisions result in unacceptable loss of vegetation.
- Opportunities exist for rural settlements to become more sustainable through appropriate development in locations that have good access to community services and infrastructure and not adversely impact on the environmental values of an area. The revitalisation and consolidation of the Gidgegannup townsite is important for its future viability.
- The protection of valued visual landscape character should be considered when assessing development proposals in rural areas.
- Additional areas of rural living (i.e. rural residential and rural smallholdings) developments should only be considered in accordance with SPP 2.5 – Rural Planning and exceptional circumstances whereby development results in positive social and environmental outcomes and access to services and infrastructure can be suitably demonstrated.

Response

- Ensure a robust planning framework for assessing the suitability of rural land uses and land management practices in rural areas.
- Protect rural areas which can support agricultural land-use and primary production, recognising the economic, social and historical significance of primary industries in the City.
- Support rural settlement and land uses in accordance with SPP 2.5 where high conservation value areas containing significant vegetation are not unreasonably affected or can be protected in perpetuity.
- Maintain biodiversity areas on private land containing significant native vegetation.
- Address the future community's development needs by supporting rural settlement and land uses in appropriate locations.
- Retain and enhance the rural character and landscape of the City's rural townsites and their surrounds.
- Protect, enhance and conserve cultural significance within the City's rural areas.

Basic Raw Materials

Direction

- The potential conflict between future urban growth in areas identified in Perth and Peel @3.5million and the protection of basic raw materials extractive industries should be mitigated.

Response

- Protect basic raw material from incompatible and sensitive land uses.

Planning For Bushfire Protection

Direction

- As outlined in the Department of Planning, Lands and Heritage’s Planning for Bushfire Protection (Edition 2) guidelines and SPP3.7, consideration must be given to providing an appropriate level of protection to life and property from bushfires. Avoid sensitive and hazardous land uses, subdivision and development on land where an unacceptable level of bushfire risk has been identified.

Response

- Ensure bushfire impact prevention is a significant consideration when determining additional settlement and land use in bushfire prone rural areas.

STRATEGIES AND ACTIONS

Strategic Response	Actions	No.
3.7.1 Ensure a robust planning framework for assessing the suitability of rural land uses and land management practices in rural areas.	Require scheme amendments, subdivisions and regionally significant developments to demonstrate Integrated Land Management principles to address any potential rural land use and management impacts and how these will be managed within acceptable limits.	64
3.7.2 Protect basic raw material from incompatible and sensitive land uses.	<p>Ensure areas identified under the State Planning Policy 2.4 - ‘Basic Raw Materials’ are protected and buffer requirements prescribed under EPA’s guidance are sufficiently maintained.</p> <p>Ensure any future urban expansion or intensification of sensitive land uses considers the buffer requirements of existing and future extraction areas.</p>	65
3.7.3 Protect rural areas which can support agricultural land-use and primary production, recognising the economic, social and historical significance of primary industries in the City.	Identify and establish Local Priority Agriculture areas of significance in the local planning framework and limit the encroachment of non-agricultural or incompatible land-uses which may conflict with Local Priority Agriculture areas of significance.	66
	Limit the fragmentation of rural land, particularly in identified Local Priority Agriculture Areas, by requiring applicants to demonstrate proposed development and subdivision retains satisfactory areas of arable land that can reasonably support a commercially viable agricultural, viticulture, horticultural or related activity, and limiting non-agricultural use of such land.	67

Strategic Response	Actions	No.
3.7.4 Foster and facilitate the establishment of new sustainable rural industries or supplementary activities including tourism in order to broaden the economic base of the City.	<p>Review the Local Planning Scheme provisions to ensure activities or industries which are complementary to agricultural and viticultural areas can be supported where:</p> <ul style="list-style-type: none"> • Appropriate measures are taken to minimise potentially negative environmental and social impacts; • Adequate infrastructure is available or can be reasonably provided; and • The scale of the development does not have a negative impact on the character of the locality. 	68
3.7.5 Support rural settlement and land uses in accordance with SPP 2.5 where high conservation value areas containing significant vegetation are not unreasonably affected or can be protected in perpetuity.	Rural residential and rural smallholdings developments should only be considered in accordance with SPP 2.5 – Rural Planning and exceptional circumstances such as where it can be demonstrated the subject land can accommodate viable and sustainable agricultural and/or rural enterprise.	69
	Consider the cumulative impact on vegetation due to clearing requirements imposed on rural development to establish roads, firebreak access, building envelopes and building protection zones (BPZ) around structures, when assessing development applications and structure plans.	70
3.7.6 Maintain biodiversity areas on private land containing significant native vegetation.	<p>Investigate introducing planning mechanisms and covenants on land titles to protect and enhance natural resources and biodiversity. This could include:</p> <ul style="list-style-type: none"> • Endorsed management plans, considering the protection and planting of native vegetation through the development assessment process; • Covenants and other encumbrances when considering subdivisions that preserve a portion, or whole area, of lots subject to areas worthy of protection; and • Support cluster style developments, where appropriate, to minimise clearing requirements and reduce the extensive distribution of building envelopes. 	71
3.7.7 Address the future community’s development needs by supporting rural settlement and land uses in appropriate locations.	Consider rural living proposals only under exceptional circumstances (as defined by SPP2.5) and where appropriate services and community infrastructure can be adequately provided and bushfire risk can be effectively managed.	72

Strategic Response	Actions	No.
3.7.8 Ensure bushfire impact prevention is a significant consideration when determining additional settlement and land use in bushfire prone rural areas.	Apply the provisions SPP3.7 and Planning for Bushfire Protection Guidelines across all stages of the planning process.	73
	<ul style="list-style-type: none"> Review the Local Planning Scheme to consider the suitability and permissibility of hazardous, vulnerable or sensitive land uses in bushfire prone areas that prevail in rural zones. Investigate providing additional guidance (including requiring fire management plans) in local planning policy for rural land use and settlement in bushfire prone areas. 	74
3.7.9 Protect and enhance the visual appearance of the rural landscape, recognising prevailing native vegetation and topography as important landscape features through the local planning framework and decision making.	Consider the cumulative impact of development on the natural landscape, ensuring the scale and appearance of development considers the rural visual environment through: <ul style="list-style-type: none"> Provisions in local planning policy to manage the appearance and scale of development in relation to reflective building materials and building height. Investigate requiring the submission of Visual Impact Assessments which address the visibility and visual prominence of proposed developments and the likely impact on their surrounds. Investigate including objectives and implementation criteria within Local Planning Policy and objectives for Landscape zones identified in the Local Planning Scheme relating to visual amenity issues in rural areas. 	75
	Apply the relevant development control provisions of the Swan Valley Action Plan when assessing development applications in the Swan Valley.	76
3.7.10 Retain and enhance the rural character and landscape of the City's rural townsites and their surrounds	Ensure Local Area Plans for rural townsites (Bullsbrook, Gidgegannup and Upper Swan) contribute to a sense of place and coordinate land use, development and delivery of services.	77
3.7.11 Protect, enhance and conserve cultural significance within the City's rural areas.	Developments should respond to the site context, including Indigenous Heritage significance.	78

Refer to Map 2 for further information regarding Rural Land Uses.

3.8 URBAN DESIGN AND HERITAGE

OBJECTIVE: Enhance the built form throughout the City to create interesting and attractive places and protect the City's heritage.

CONSOLIDATED KEY ISSUES

Redevelopment In Established Areas

The characteristics of the built form within the City of Swan are rich and diverse. They reflect the prevailing architectural forms and subdivisional design at the time of their development spanning over 100 years between the colonial style of the 1840's and 50's exemplified by Guildford, Woodbridge and Midland to contemporary high density living in inner city Midland. The characteristics range from traditional grid pattern of streets to the "Garden City" movement principles of extensive public open space and curvilinear street patterns to "New Urbanism" design philosophies. Older areas like Ballajura, Kiara, Swan View and Lockridge incorporate elements of the "Garden City" movement and the road network is characterised by many loop roads and cul-de-sacs which are inconsistent with the contemporary road network design principles embodied in Liveable Neighbourhoods.

Experiences in many inner city suburbs in Perth highlight a certain level of community concern about the impacts of new development on existing heritage character and amenity. Areas that are undergoing change or likely to undergo change need to be identified so that appropriate plans can be made to manage that change so as to meet community's vision and objectives.

Heritage And Sense Of Place

The City of Swan contains some of the State's most significant heritage buildings and places. Their continued protection is vital to the fabric of the built form of the City as is the protection and recognition of places that are of significance to the Aboriginal community. The City of Swan's Heritage Strategic Plan endorsed in July 2013 identified a number of issues that need to be addressed through the planning system such as finding a balance between heritage conservation with redevelopment and commercial realities. There is limited recognition of the importance and diversity of the City's heritage, and there are gaps in the identification, understanding and documentation of the City's heritage and its associated significance. Furthermore, there is a lack of practical guidance (i.e. advice, policies and guidelines) to inform all stakeholders on heritage conservation and appropriate development of government-owned heritage assets in the district which is often not aligned with the City's objectives.

The lack of crime preventive measures in some areas of the City tends to increase the perception of fear. The creation of safe public spaces such as streets, car-parks and parks is a priority for the community. It is not feasible to have law enforcement agencies present at all times in the public realm. Through good design of public spaces and buildings abutting public spaces, passive surveillance of the public domain can reduce perception of fear and lead to a greater sense of security and place for the community.

STRATEGIC DIRECTIONS AND RESPONSES

Redevelopment In Established Areas

Direction

- The Midland Activity Centre Structure Plan defines the direction of the Midland centre over the next 10 to 20 years. It will influence the form of development, its character, intensity of activity and perception as a place by the community.
- The “New Urbanism” philosophies of subdivision design are in accordance with the design elements of Liveable Neighbourhoods and should be applied in all Greenfield areas and in the redevelopment of existing residential areas such as Ballajura, Kiara, Swan View and Lockridge etc.

Response

- Promote Midland as a vibrant City Centre preserving its unique character and heritage and maintaining its role as a Strategic Metropolitan Centre serving the City and the North-east sub-region.
- Continue to promote Liveable Neighbourhood principles of urban design in greenfield areas.
- Promote the retention of existing character and streetscapes where appropriate.
- Promote liveable and safe environments throughout the City.

Heritage And Sense Of Place

Direction

- The City of Swan’s Heritage Strategic Plan 2013 provides a comprehensive and coordinated framework for the effective management of all aspects of heritage in the City. An Action Plan has been developed with four main themes and a series of strategies and actions has been developed under each theme listed below to guide the City in achieving clear and effective heritage management.
 - Knowing (identification of heritage assets and positive measures already in place);
 - Protecting (prioritising and budgeting for conservation and other protection measures);
 - Supporting (consistently managing private and government owned heritage assets); and
 - Promoting (celebrating achievements and leveraging community and economic benefits).
- The Swan Riverside Regional Park, located in the Woodbridge foreshore area and in close proximity to the Midland centre, has significant historical and cultural significance for the Swan region. Its revitalisation, guided by the Swan Riverside Regional Park Plan will transform it into a magnet for tourism, recreational, social and cultural activity.
- The enhancement of public places through the provision of public art, attractive streetscapes and improvements to community safety through the use of CPTED (Community Policing through Environmental Design) principles in development proposals will create a more liveable City with a strong sense of place.
- The established heritage character of some neighbourhoods, streetscapes and housing are valued by residents and future development in these areas should be respectful of the amenity of the area.

Response

- Promote the retention of existing character and streetscapes where appropriate.
- Further protect the City’s European and Aboriginal cultural and built form heritage.

STRATEGIES AND ACTIONS

Strategic Response	Actions	No.
3.8.1 Promote Midland as a vibrant City Centre preserving its unique character and heritage and maintaining its role as a Strategic Metropolitan Centre serving the City and the North-east sub-region.	Implement the Midland Activity Centre Structure Plan to preserve its character and heritage and support the creation of attractive precincts and streetscapes, a legible network of roads, pedestrian friendly environments, and cycle routes.	79
3.8.2 Continue to promote Liveable Neighbourhood principles of urban design in greenfield areas.	At structure planning and subdivision stages, ensure new developments and road networks are designed in accordance with Liveable Neighbourhood principles.	80
3.8.3 Promote the retention of existing character and streetscapes where appropriate.	Investigate the development of a local planning policy to set out additional built form requirements for new development proposals to protect existing character and streetscapes where appropriate.	81
3.8.4 Promote liveable and safe environments throughout the City.	At structure planning stages and when assessing major development proposals, promote the enhancement of public places through the provision of public art, creation of attractive streetscapes and the use of CPTED principles.	82
	Introduce a Mixed Use Zone into the local planning scheme to allow residential and commercial uses within the same building.	83
3.8.5 Protect the City's European and Aboriginal cultural and built form heritage.	<p>Implement the measures of the Local Heritage Survey and the Heritage Strategic Plan which includes the following actions:</p> <ul style="list-style-type: none"> • Maintain the Local Heritage Survey and Heritage List in line with legislative requirements; • Review policies and guidelines relating to the City's heritage areas; • Investigate incentives to protect the City's heritage; and • Develop a policy to guide the development, including alterations and additions, of heritage listed properties outside heritage areas. 	84





3.9 TRANSPORT, TRAFFIC AND ACCESS

OBJECTIVE: Provide an integrated transport system that offers residents, workers and visitors high quality, safe and efficient transport mode choices to meet the personal, employment and freight transport needs of the City into the future.

CONSOLIDATED KEY ISSUES

Transport Strategy

Prior to the adoption of the Transport Strategy, the City lacked guidance on dealing with future road upgrades, developing new pedestrian and cycle networks, reducing car dependency and improving public transport. With rapid population growth, it is vital for the City to take an integrated approach to transport and land use planning which means all the relevant transport modes and opportunities and the relationships between transport and land use, are considered at each stage of the planning process.

Car Dependency And Public Transport

The reliance on the road network within the City for the movement of cars, commercial and freight vehicles is driving travel demands upwards. With significant growth forecast particularly in the Urban Growth Corridor, the community's demands for high levels of mobility and the increasing dependence on private cars must be addressed through strategies to improve public transport usage and reduce the use of the private car.

The State Government's blueprint for public transport Perth and Peel Transport Plan for 3.5 Million People and Beyond has its primary focus on the central core of the Perth Metropolitan Region. The blueprint does not explicitly support one of the key objectives of Perth and Peel @3.5million which is to decentralize employment to the Midland Strategic Metropolitan Centre and other centres such as Malaga and Hazelmere. Without an efficient inter and intra-regional public transport system, the objectives of Perth and Peel @3.5million are unlikely to be met.

Reducing car dependency in the City is a challenging task given the size and fragmented nature of the City's urban areas. The City is playing its part in promoting public transport through its Urban Housing Strategy which recommends increasing residential densities near activity centres, community facilities and high frequency public transport routes. However, continual improvements and enhancements to the public transport system are required to encourage greater use of public transport.

Access And Parking

Access to services, facilities, work and goods is a key strategic need of the community. Increasing the supply of parking as a stand-alone solution cannot fully meet this need, could also lead to increased traffic congestion and could be considered an inefficient land use particularly when urban densification is an objective. In response to SPP 4.2 Activity Centres for Perth and Peel, the City has prepared the draft Midland Access and Parking Strategy 2012. This recommends actions to update the City's cash-in-lieu for parking policy, promote alternatives to the use of the private car, manage existing public parking for visitors and workers more efficiently, plan for future well designed multi-deck car parks and enable cycle commuting to be integrated into the existing road network. Separate parking strategies for Ellenbrook and Malaga have also been developed.

The eastwards relocation of Midland Station to the vicinity of the St John of God Midland Public Hospital is important for the future development of the Midland Centre.

Road And Rail Freight

The movement of freight through the City provides essential economic benefits to the overall WA economy and is a key consideration in terms of efficiency and safety. There are many points of conflict between road freight and commuter traffic

and between transport corridors such as the rail freight line through Midland and sensitive land uses that need to be resolved.

The Perth-Darwin National Highway (NorthLink), Great Eastern Highway and Great Northern Highway all traverse the City. Strategic planning has been completed for the PDNH and the City and MRWA have given in principle support for a preferred route connecting East Wanneroo and Tonkin Highway. Great Northern Highway, a heavy haulage route which services the Swan Valley and heads north through Bullsbrook, requires intersection upgrades along its length as it traverses the City to improve safety.

The road and rail freight routes through the centre of Midland cause significant amenity issues within the Midland centre and its residential surrounds. A reservation for a future freight rail re-alignment has been identified in the MRS as well as a proposed route for the Lloyd Street extension that would bypass Midland CBD. These have been identified as strategic long-term planning initiatives in the Hazelmere Enterprise Area (HEA) Structure Plan. The Lloyd Street extension would result in more efficient movement of road freight through the HEA to Reid Highway and Great Northern Highway.

Planning For Pedestrians And Cyclists

There has been significant investment in the primary cycling route network within Swan by State government in recent years. This has created a “skeleton” for the City to link a network of local routes into. In planning these routes, it is important to note that while cyclists are now legally able to ride on any footpath, commuter cyclists, recreational cyclists and pedestrians often have different requirements that need to be considered. The Swan Cycle Strategy identifies where cycling infrastructure is needed and prioritises where gaps in cycle routes require completion. Upgrades to existing walking infrastructure such as footpaths and walking trails and developing an integrated network of footpaths in new urban growth areas are also necessary to encourage residents to choose walking or cycling rather than driving as a mode of transport. It is also important that development of the footpath network includes the provision of natural or structural shade wherever possible.

Connecting People And Places

The City has an extensive road network servicing its urban and rural communities. The provision of linkages between different parts of the City is challenging due to geographical and environmental constraints. The local and district road network is forecast to expand significantly to service the new urban growth areas highlighting the need to ensure that high levels of safety and amenity for local communities are maintained. It will be important to ensure that the road network has the capacity to accommodate the increases in vehicular and commercial traffic and provide capacity for improved public transport services. This is particularly the case in the northern Ellenbrook area where the existing road network cannot currently accommodate effective east-west and north-south movement network.

STRATEGIC DIRECTIONS AND RESPONSES

Transport Strategy

Directions

The City will take an integrated approach to transport and land use planning which means all the relevant transport modes and opportunities and the relationships between transport and land use, are considered at each stage of the planning process. The individual elements of a transport, traffic and access network will be considered in their true context of population and economic growth and associated transport, housing and recreational requirements.

Through its land use planning decision making processes, the City will ensure that:

- A cohesive network of activity centres and industrial hubs are connected to each other by an efficient road and rail network;
- Activity centres contain diverse land uses especially higher density residential and provide high amenity infrastructure to encourage cycling and walking;
- Activity centres are located around public transport stations or hubs;
- Residential densities are increased near centres of employment, shopping and high frequency public transport routes;
- The demand for parking in the activity centres is managed so as to reduce car congestion; and
- Neighbourhoods are well connected by an efficient transport system.

To achieve these objectives, the City of Swan has prepared a Transport Strategy, accommodating the existing and future transport requirements of the locality across all transport modes. This strategy is generally consistent with the process described in the Department of Planning, Lands and Heritage 'Guidelines for Preparation of Integrated Transport Plans' and focuses on an integrated transport model which includes land-use decisions, parking, public transport, road and pedestrian/cycling infrastructure. The transport provision has been assessed at the neighborhood, district and regional level to ensure that it addresses the residential, employment and recreational needs of the population.

In particular, the focus of the draft strategy is to:

- Identify constraints in current and planned road capacity, using the projections of the City (as captured in the most recent update of the Main Roads ROM), Perth and Peel @3.5million and the North-east Sub-regional Planning Framework;
- Identify measures to upgrade and improve the regional and local road connections to facilitate safe and efficient vehicle movement, manage freight movements and to reduce congestion;
- Consider the implementation and management of 'Moving People' (Trans Priority) principles to facilitate an efficient movement system; and
- Identify measures to upgrade and improve public transport connections and facilities to reduce congestion.

Responses

- Promote public transport linkages to major centres in order to support successful decentralisation of employment to activity centres and other employment centres.
- Reduce car dependency and promote alternative modes of transport to the car, including public transport, cycling and walking.
- Promote increased densities near activity centres and high frequency public transport routes.
- Support improved network connections within existing localities which is subject to residential growth.

Car Dependency And Public Transport

Directions

- The City must continue to advocate for substantial improvements to the public transport network within the City of Swan to reduce reliance on the private car and assist with achieving the objectives of Perth and Peel @3.5million.
- The City of Swan Transport Strategy provides direction for the City in terms of reducing reliance on the private car and recommending necessary upgrades to the existing road network. A key recommendation is that Ellenbrook and Bullsbrook should eventually be connected by a rapid transit service. This will support the strategic objectives of Perth and Peel @3.5million.
- The State Government should be encouraged to continue to increase the extent of public transport services within the City.
- The provision of higher density housing close to places of employment and activity centres as well as within walking distance of high frequency public transport services will reduce the need for excessive car-based travel. This intent to densify will be particularly important as the location of transport nodes associated with METRONET projects in Swan, clarify.
- Connecting people with places through a well-planned network of public footpaths, commuter and recreational cycleways will help reduce car dependency and promote a healthy lifestyle.
- The provision of bicycle parking spaces and end-of-trip facilities in all new commercial developments in activity centres will make cycling a more attractive travel option for commuters.
- The Midland Strategic Metropolitan Centre will experience significant growth over the next 20 years placing pressure on public transport services and parking infrastructure. The City must ensure that the burden of funding new transport services and parking infrastructure is shared among development interests and State and Local Governments. The draft Midland Access and Parking Strategy 2012 promotes upgrading of the existing Midland shuttle service to a CAT bus system, a reduction in the use of the private car in the City Centre, future planning for multi-deck parking sites, an improved cash-in-lieu policy and improvements to cycleways, footpaths and signage that will enable future residents and visitors to easily move around the various destinations in the City Centre.
- Midland will be developed as a centre for Transit Oriented Development (TOD) with appropriate high densities, mixed uses and intensive uses such as health and education located close to Midland train station. The Ellenbrook secondary centre will also experience significant growth as Ellenbrook and the urban growth corridor complete their respective urbanisation over the next 20 years. Parking, access and increased opportunities for medium and high residential densities are important issues to address.

Responses

- Promote public transport linkages to major centres in order to support successful decentralisation of employment to activity centres and other employment centres.
- Reduce car dependency and promote alternative modes of transport to the car, including public transport, cycling and walking.
- Promote increased densities near activity centres and high frequency public transport routes.
- Promote Midland Central Business District (CBD) as a Transit Oriented Development centre.
- Promote the use of alternative transport modes to the car within the Midland CBD.

Access And Parking

Directions

- The Midland Access and Parking Strategy 2012 recommends actions to update the City's cash-in-lieu for parking policy, promote alternatives to the use of the private car, manage existing public parking for visitors and workers more efficiently, plan for future well designed multi-deck car parks and enable cycle commuting to be integrated into the existing road network.
- The Transport Strategy has categorised areas within the City of Swan by their function or environment. The strategic direction for parking and access in each land use or area refers to:
 - the appropriateness and function of off-street parking
 - requirements for on-site parking
 - potential for synergies between adjacent land uses
 - likelihood for statutory parking concessions
 - provision of off-street public parking facilities and other specific policies relating to individual areas.

Responses

- Promote public transport linkages to major centres in order to support successful decentralisation of employment to activity centres and other employment centres.
- Reduce car dependency and promote alternative modes of transport to the car, including public transport, cycling and walking.
- Support improved network connections within existing localities which is subject to residential growth.

Road And Rail Freight

Directions

- The safe and efficient movement of road and rail freight in and out of the City will require an improved rail freight route and the extension of Lloyd Street through the Hazelmere area that will bypass the Midland CBD and connect more efficiently with other freight routes such as Reid Highway and Great Northern Highway.
- The north-east corridor is a strategic location for an intermodal terminal facility and the City has identified a preferred site in Bullsbrook adjacent to the road and rail freight network. This intermodal terminal should be planned as a specialised activity centre with complementary employment-generating land uses.
- Great Northern Highway is a strategically important heavy haulage route and upgrades to key intersections are vital for traffic safety.
- Future development of land adjacent to freight routes should be consistent with the WAPC's SPP 5.4 Road and Rail Noise.

Responses

- Support improvements to the road and rail freight network through the Hazelmere Enterprise Area.
- Support the establishment of a new intermodal terminal at Bullsbrook.
- Support a safe traffic environment along Great Northern Highway.
- Support a safe traffic environment along Great Eastern Highway.
- Ensure that freight corridors do not impact adversely on adjacent sensitive land uses in terms of noise and vibration. Support improved road connections in greenfield and urban growth areas.

Planning For Pedestrians And Cyclists

Directions

- It is considered ideal for the City to introduce minimum infrastructure standards for cycling facilities into planning policies.
- The City aim to implement recommendations of the Swan Cycle plan to promote improved cycle networks within the City.
- Pedestrian activity is a critical factor in the effectiveness and vitality of Activity Centres such as Midland and Ellenbrook. For this reason, the pedestrian environment must be carefully considered, particularly along primary pedestrian desire lines. This includes construction of high quality paths, natural or structural shade and street furniture to provide amenity. By allocating resources to the pedestrian environment, the use of pedestrian modes will grow, reducing the demand for other modes as well as the requirement for parking.

Responses

- Reduce car dependency and promote alternative modes of transport to the car, including public transport, cycling and walking.
- Promote the use of alternative transport modes to the car within the Midland CBD.
- Support improved network connections within existing localities which is subject to residential growth.

Connecting People And Places

Directions

- The Transport Strategy identifies improvements that are required to the existing road network. In particular, the road network in the north Ellenbrook area is incomplete and this must be addressed through future transport planning, local structure planning and at subdivision stages. Northlink, once completed and linked into the Ellenbrook road network, will be a significant north south traffic distributor on the western edge of Ellenbrook connecting the area to the important employment areas of Bullsbrook to the north and Malaga to the south. Connections to Railway Parade to the east can be achieved through the extension of existing east-west roads and the construction of new bridges. Funding for those bridges need to be secured.

Responses

- Support improved road connections in greenfield and urban growth areas.
- Support improved network connections within existing localities which is subject to residential growth.

STRATEGIES AND ACTIONS

Strategic Response	Actions	No.
<p>3.9.1 Promote public transport linkages to major centres in order to support successful decentralisation of employment to activity centres and other employment centres.</p>	<p>Work with the State Government to advocate for significant improvements to public transport services within the City including:</p> <ul style="list-style-type: none"> • METRONET projects such as the Midland Station precinct, Bellevue station extension and the Morley- Ellenbrook Line; • High-frequency transit corridor and high-priority transit corridors connecting Midland to Ellenbrook and Mundaring. • Provision of a direct service from Malaga to the proposed Ellenbrook Rapid Transit Service. • Provision of a rapid transit service to link Beechboro, Kiara, Lockridge, and Bennett Spring to Midland. • Provision of a rapid transit service to link Bullsbrook, the identified industrial precincts of North Ellenbrook and South Bullsbrook to Midland. • East-west linkages along Beach/Marshall Roads to link Malaga/Ballajura with Midland. • Investigate and advocate for the provision of a more direct road link between Morley and Midland. 	85
<p>3.9.2 Reduce car dependency and promote alternative modes of transport to the car, including public transport, cycling and walking.</p>	<p>Implement the recommendations of the City's Cycle Strategies to improve the bicycle network.</p>	86
	<p>Review and implement the City's walking, cycling and parking strategies.</p>	87
	<p>Review the City's Parking Policy to include the requirement for the provision of bicycle parking spaces and end-of-trip facilities in all new commercial and mixed use developments in activity centres.</p>	88
<p>3.9.3 Promote increased densities near high frequency public transport routes.</p>	<p>Support high density residential development nearby the Midland station in accordance with the Midland Activity Centre Structure Plan.</p>	89
	<p>Review the City's Urban Housing Strategy (UHS) and through Local Area Planning framework, investigate increased densities near activity centres and high frequency public transport stops.</p>	90
<p>3.9.4 Promote Midland Central Business District (CBD) as a Transit Oriented Development centre.</p>	<p>Continue to advocate for the eastwards relocation of Midland train station closer to Cale Street so it is more centrally located within the Activity Centre area.</p>	91
<p>3.9.5 Promote the use of alternative transport modes to the car within the Midland CBD.</p>	<p>Develop pedestrian and cycle infrastructure in the Midland CBD as recommended by the Midland Activity Centre Structure Plan and Public Domain Strategy.</p>	92

Strategic Response	Actions	No.
3.9.6 Support improvements to the road and rail freight network through the Hazelmere Enterprise Area.	Work with State Government to realign the freight rail line through Hazelmere.	93
	Work with the State Government to secure funding for the construction of the Lloyd Street extension.	94
3.9.7 Support the establishment of a new intermodal terminal at Bullsbrook.	Work with the State Government to ensure land is preserved for the future Bullsbrook intermodal terminal (IMT), and the adjacent uses complement the role and function of the IMT and wider industrial precinct in Bullsbrook.	95
3.9.8 Support a safe traffic environment along Great Northern Highway.	Implement the recommendations of the Great Northern Highway Access Strategy to alleviate traffic pressures on Great Northern Highway and improve safety at key intersections.	96
3.9.9 Support a safe traffic environment along Great Eastern Highway.	Work with State and Federal government agencies to investigate improving safety and securing funding for upgrades to Great Eastern Highway.	97
3.9.10 Ensure that freight corridors do not impact adversely on adjacent sensitive land uses in terms of noise and vibration.	Ensure development proposals on land adjacent to freight routes are consistent with State Planning Policy 5.4	98
3.9.11 Support improved road connections in greenfield and urban growth areas.	At subdivision stage, require developers of greenfield and urban growth areas to make contributions towards the cost and provision of road and bridge upgrades where appropriate.	99
3.9.12 Support improved network connections within existing localities which is subject to residential growth.	Consider opportunities for the widening and possible conversion of ROWs and PAWs to roads via normal development procedures to support infill development.	100

Refer to Map 5 for further information regarding Transport, Traffic and Access

3.10 INFRASTRUCTURE SERVICES

OBJECTIVE: Achieve a whole of government approach in the provision of improvements to essential infrastructure (water, wastewater and power)

CONSOLIDATED KEY ISSUES

Wastewater Infrastructure

The Water Corporation of Western Australia has responsibility for sewerage provision therefore the City has little influence in the location and servicing of that network. The timing of the provision of infrastructure is essentially between landowners, developers and the Water Corporation, and the City's main role is to facilitate the process.

Alternative wastewater treatment systems can be considered as technically feasible options to traditional reticulated sewerage. However, they require the support of regulating authorities such as the Department of the Environment and Conservation, Department of Water and Environmental Regulation, Department of Health, local governments and the Economic Regulation Authority. The role of wastewater treatment (and other approaches) in providing "fit for purpose" water supply is an important consideration for the City of Swan considering the predicted decline in the availability of groundwater. It is worth noting that the feasibility of alternative approaches to wastewater treatment is not usually considered during the early stages of the planning process such as MRS amendments, which can lead to issues of actual deliverability.

Water Infrastructure

The lack of availability of essential infrastructure such as water is a major impediment to future urban development in Bullsbrook, Upper Swan and Gidgegannup. However, recent legislative changes now mean that a third party provider (other than a State Government entity) is able to provide essential infrastructure. This initiative should be encouraged subject to acceptable standards being developed that are satisfactory to the State Government.

The State Government's State Water Plan 2007 provides a strategic policy and planning framework for meeting the State's water demands to the year 2030. Planning for additional water infrastructure is well underway in the North-East sub-region and there are plans for the Water Corporation to expand existing wastewater treatment plants at Mundaring and Bullsbrook, and to establish new water storage and water treatment plants throughout the sub-region.

Energy Infrastructure

Additional energy infrastructure will be required to service the growing population and future industrial areas in the North-East sub-region. To assist in this regard, the Department of Planning, Lands and Heritage and Western Power have developed a Network Capacity Mapping Tool that shows electricity capacity and utilisation as a result of land/building development and the future planning capacity of electricity infrastructure.

Urban Water Management

Most of the water used in the region, including POS and rural areas, is self-supplied by the City of Swan, schools, farmers and other businesses which use their own groundwater bores and irrigation infrastructure. With no groundwater to support future growth in the area, alternative and affordable non-potable water infrastructure is needed to supply the water needed to

maintain the liveability and productivity of the region.

Areas within the City that have been identified in the LPS for future urban and industrial development will be required to address the management of drainage systems in accordance with water sensitive urban design principles to ensure that the water quality of the Gnangara mound, wetlands, groundwater dependant ecosystems and the Swan River and its tributaries are maintained. The State Government's Better Urban Water Management has been designed to facilitate better management of urban water resources by ensuring an appropriate level of consideration is given to the total water cycle at each stage of the planning approval process. It provides guidance for local authorities, land developers and State Government agencies in addressing this issue in development areas.

STRATEGIC DIRECTIONS AND RESPONSES

Wastewater Infrastructure

Direction

- All of the major settlements within the City have access to sewerage but communities at Herne Hill, Bullsbrook, Upper Swan and Gidgegannup will eventually require connection. Most industrial land uses require reticulated sewerage however dry industries such as truck depots do not require that service. In order to properly manage the future urbanisation of greenfield areas, the City and State Government agencies have to facilitate the relevant structure planning processes so that the Water Corporation can plan for the timely provision of reticulated sewerage. The provision of such infrastructure by a third party should be encouraged as well as the provision of technically feasible and environmentally acceptable alternatives.

Response

- Ensure that the provision of reticulated sewerage, water and power infrastructure is addressed during the early planning stages for development areas.
- Support the investigations into the viability of providing reticulated sewerage to rural townsite areas as identified.

Water Infrastructure

Direction

- The provision of potable water is a fundamental infrastructure requirement to the development of new residential and rural residential areas. The City is not a water provider and can only facilitate the structure planning and subdivision planning processes during which agreement can be reached between landowners and the Water Corporation or a suitable third party on the timely delivery of potable water.
- Alternatives to groundwater sources are needed to meet the anticipated water demand for green spaces and other non-potable water needs in the region. A coordinated approach to address local water scarcity issues would include treating, storing, distributing and re-using wastewater within the sub-region rather than disposing of the resource into drainage systems or piping wastewater to treatment plants on the coast.

Response

- Identify alternative and sustainable sources of water where groundwater is not available to meet the non-potable water needs of urban expansion including irrigation or public open space.

Energy Infrastructure

Direction

- Strategic planning for future greenfield areas and expansion of existing areas are subject to investigations by the City and the relevant State Government agencies through the use of the Network Capacity Mapping Tool.

Response

Ensure that the provision of reticulated sewerage, water and power infrastructure is addressed during the early planning stages for development areas.

Urban Water Management

Direction

- In the development areas, adequate drainage systems should be designed into the structure planning and subdivision stages as outlined in Better Urban Water Management.
- Ensure that water allocation is based on community needs and allows for reservation of water for existing and future POS and rural areas. Furthermore, work with State Government agencies and water utilities to identify alternative fit-for-purpose water sources.

Response

- Ensure adequate drainage is provided in development areas to better manage urban water resources.



STRATEGIES AND ACTIONS

Strategic Response	Actions	No.
3.10.1 Ensure that the provision of reticulated sewerage, water and power infrastructure is addressed during the early planning stages for development areas.	During the structure planning process facilitate cost-sharing arrangements with landowners, developers and the relevant provider (Water Corporation, Western Power, or a third party provider) to ensure the timely and equitable provision of reticulated sewerage, water infrastructure and power infrastructure to development areas.	101
	Encourage developers to provide alternative approaches to the provision of potable water where appropriate and feasible.	102
3.10.2 Support investigations into the viability of providing essential infrastructure to rural townsites areas.	Prior to any local planning scheme rezoning, or structure planning being undertaken in the Gidgegannup townsites, appropriate studies relating to the provision of essential infrastructure will need to be undertaken and these issues resolved in order to justify future population and centre growth.	103
	Encourage developers of land identified in Perth and Peel @3.5million and structure plans to liaise with the Water Corporation to form private arrangements to provide reticulated sewerage for future developments.	104
3.10.3 Ensure adequate drainage is provided in development areas to better manage urban water resources.	At structure planning and subdivision stages, ensure that the principles of Better Urban Water Management are applied and work with State Government agencies and water utilities to identify alternative fit-for-purpose water sources.	105
3.10.4 Identify alternative and sustainable sources of water where groundwater is not available to meet the non-potable water needs of urban expansion including irrigation or public open space.	At structure planning and subdivision stages, identify alternative and sustainable sources of water where groundwater is not available to meet the non-potable water needs of urban expansion including irrigation or public open space. The opportunities for integrated, appropriately scaled and cost effective non-potable water supplies need to be identified and planned prior to fragmentation of land ownership and adoption of business as usual approaches.	106

Refer to Map 5 for further information regarding Infrastructure Services.

4. IMPLEMENTATION

The LPS sets out the City's general intentions for future long-term growth and change and most of its recommendations will be implemented through a review of the City's LPS17 and amendments to relevant structure plans. There are a number of strategies and actions that are medium to longer term in their application and will require the preparation of plans, strategies and policies that will result in amendments to the Metropolitan Region Scheme and/or the Local Planning Scheme.

A number of strategies outlined in the Local Planning Strategy are on-going strategies and will provide continuous and consistent guidance to decision making authorities with respect to future amendments to the MRS and LPS17, the adoption of structure plans and assessment of development proposals.

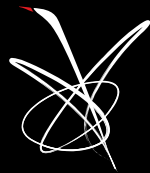
Not all strategies in the Local Planning Strategy are directed towards amending the City's various statutory documents. In a number of instances, a corporate approach is required by the City to augment planning measures being implemented so that desirable planning outcomes, such as the creation of a vibrant Midland City Centre, can be achieved.

New land use and development opportunities and challenges will arise over the next 10-15 years and some of these changes cannot be foreseen today. Hence the LPS should not be viewed as a static document and will require continual review.





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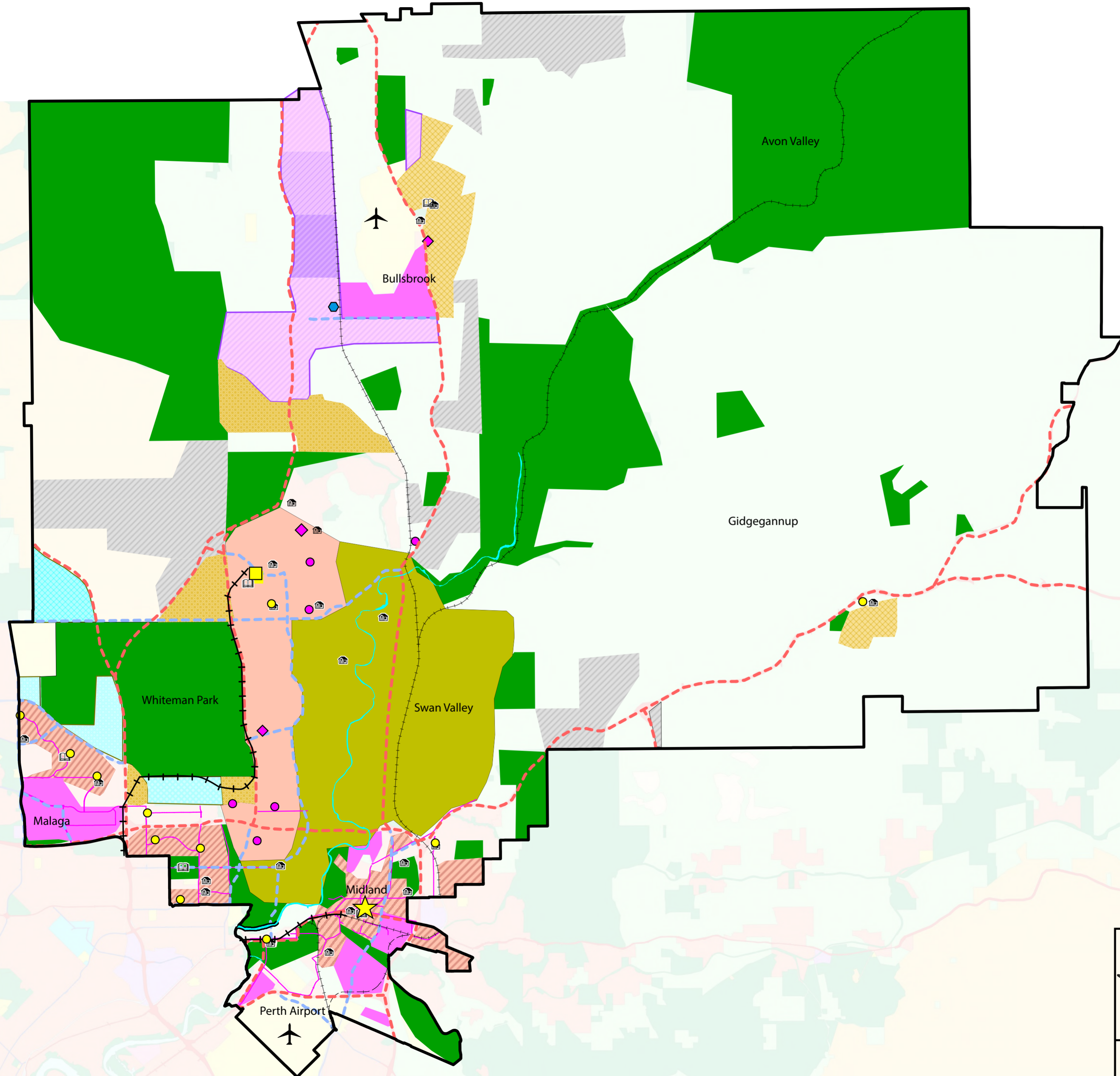
city of swan

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Map1: Local Planning Strategy

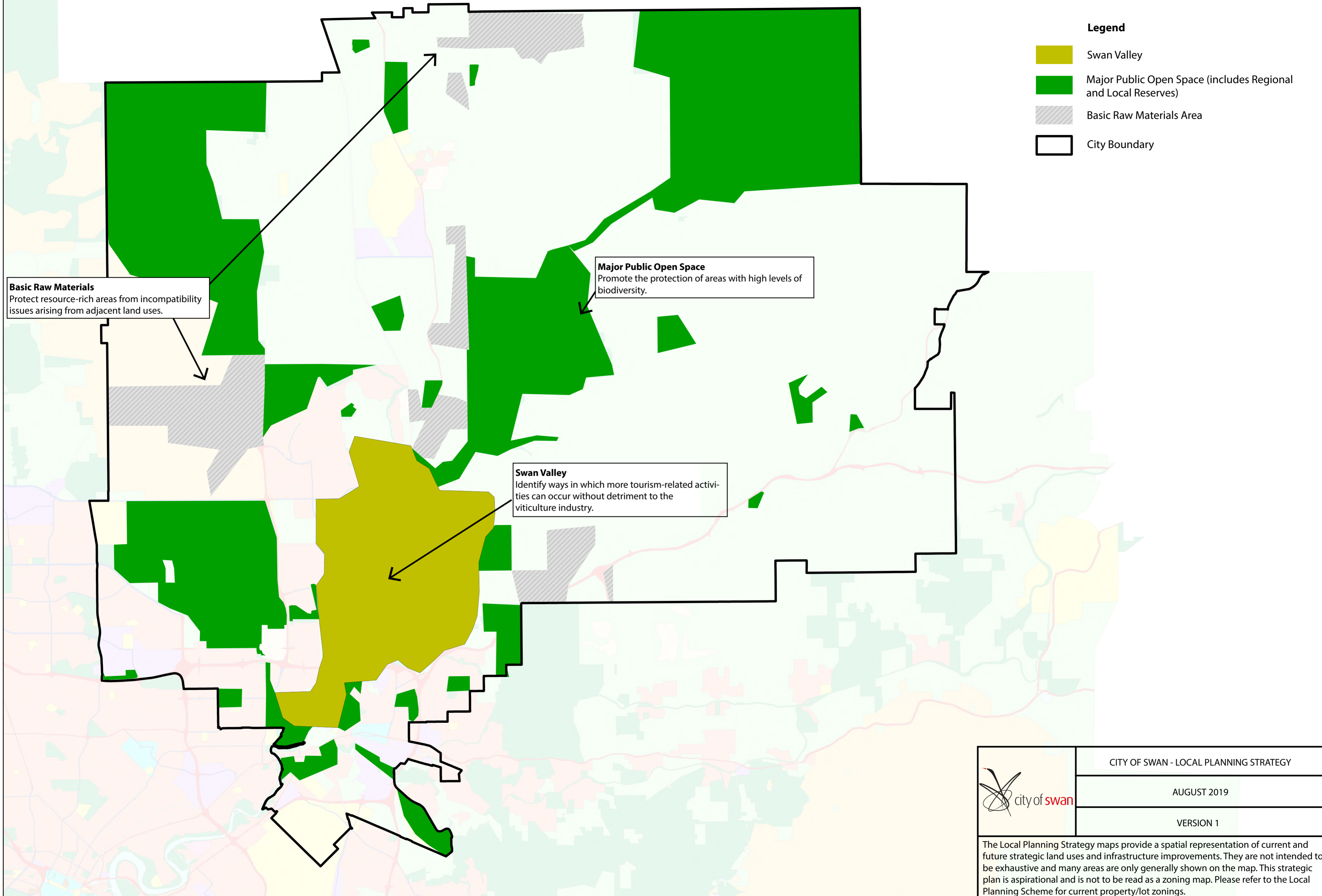



Legend

-  Strategic Metropolitan Centre
-  Secondary Centre
-  Neighbourhood Centre
-  Proposed District Centre
-  Proposed Neighbourhood Centre
-  Proposed Intermodal Terminal
-  Planning Investigation Area
-  Future Urban Area
-  Urban Growth Area
-  Residential Infill Area
-  Raw Materials Area
-  Future Industrial Area
-  Industrial Land
-  Swan Valley
-  Major Public Open Space
-  Swan River
-  Primary Regional Road
-  Other Regional Road
-  Proposed Cycleways
-  Freight Rail
-  Proposed Freight Rail
-  Passenger Rail
-  Community Facilities
-  Airport
-  City Boundary

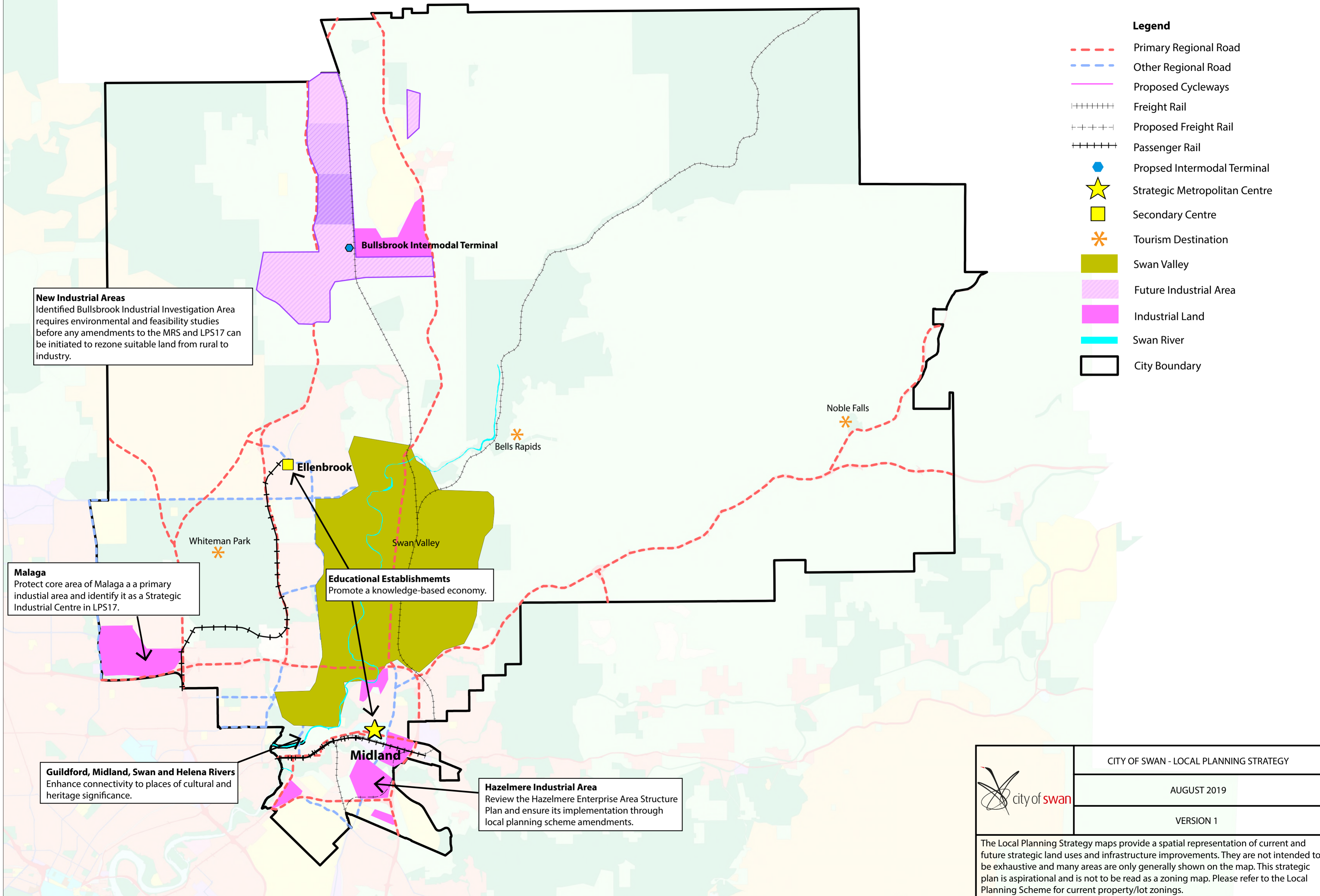
	CITY OF SWAN - LOCAL PLANNING STRATEGY
	AUGUST 2019
	VERSION 1
The Local Planning Strategy maps provide a spatial representation of current and future strategic land uses and infrastructure improvements. They are not intended to be exhaustive and many areas are only generally shown on the map. This strategic plan is aspirational and is not to be read as a zoning map. Please refer to the Local Planning Scheme for current property/lot zonings.	

Map 2: Rural, Natural Resource Management and Environment Protection and Open Space



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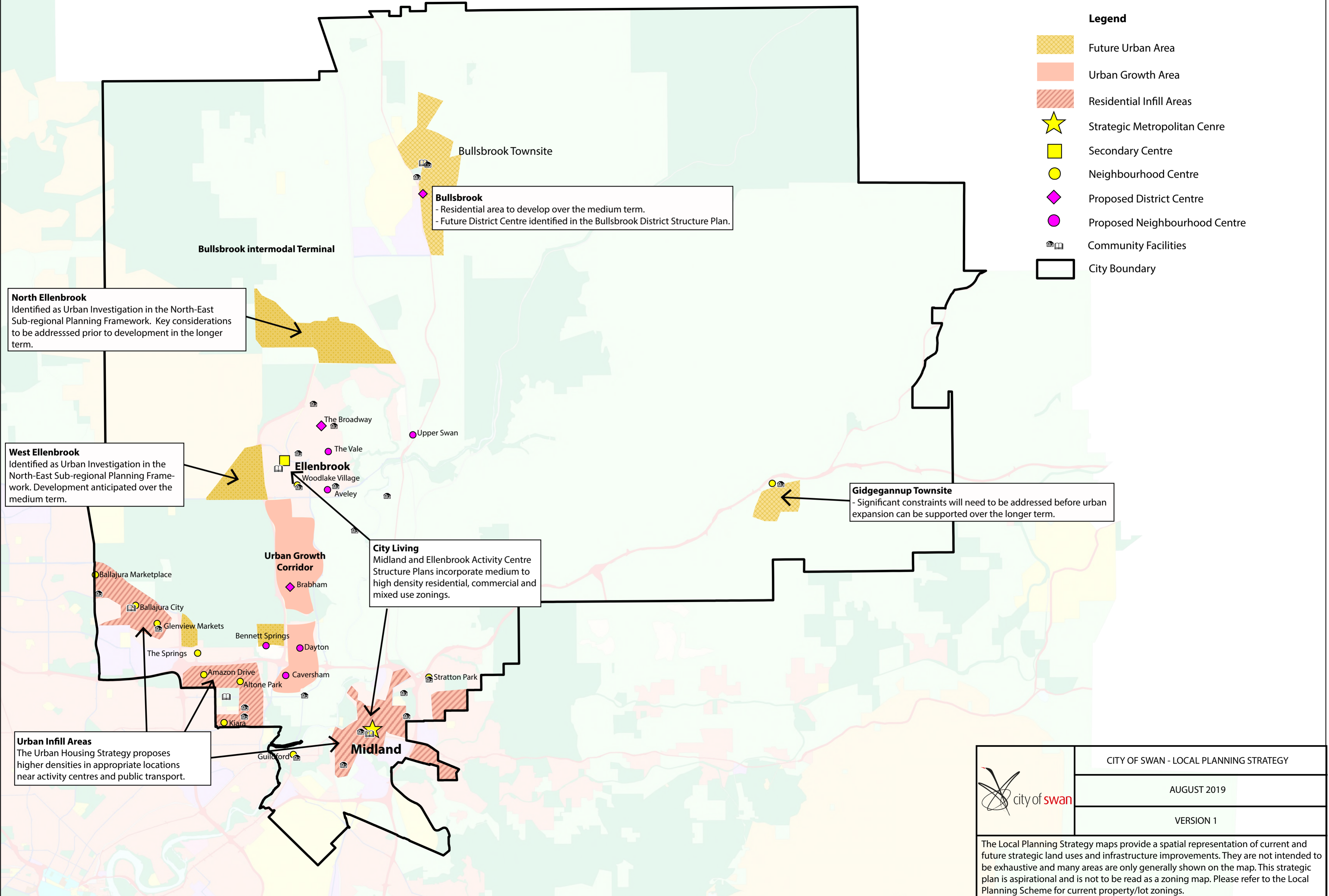
Map 3: Economy, Employment and Tourism




	CITY OF SWAN - LOCAL PLANNING STRATEGY
	AUGUST 2019
	VERSION 1

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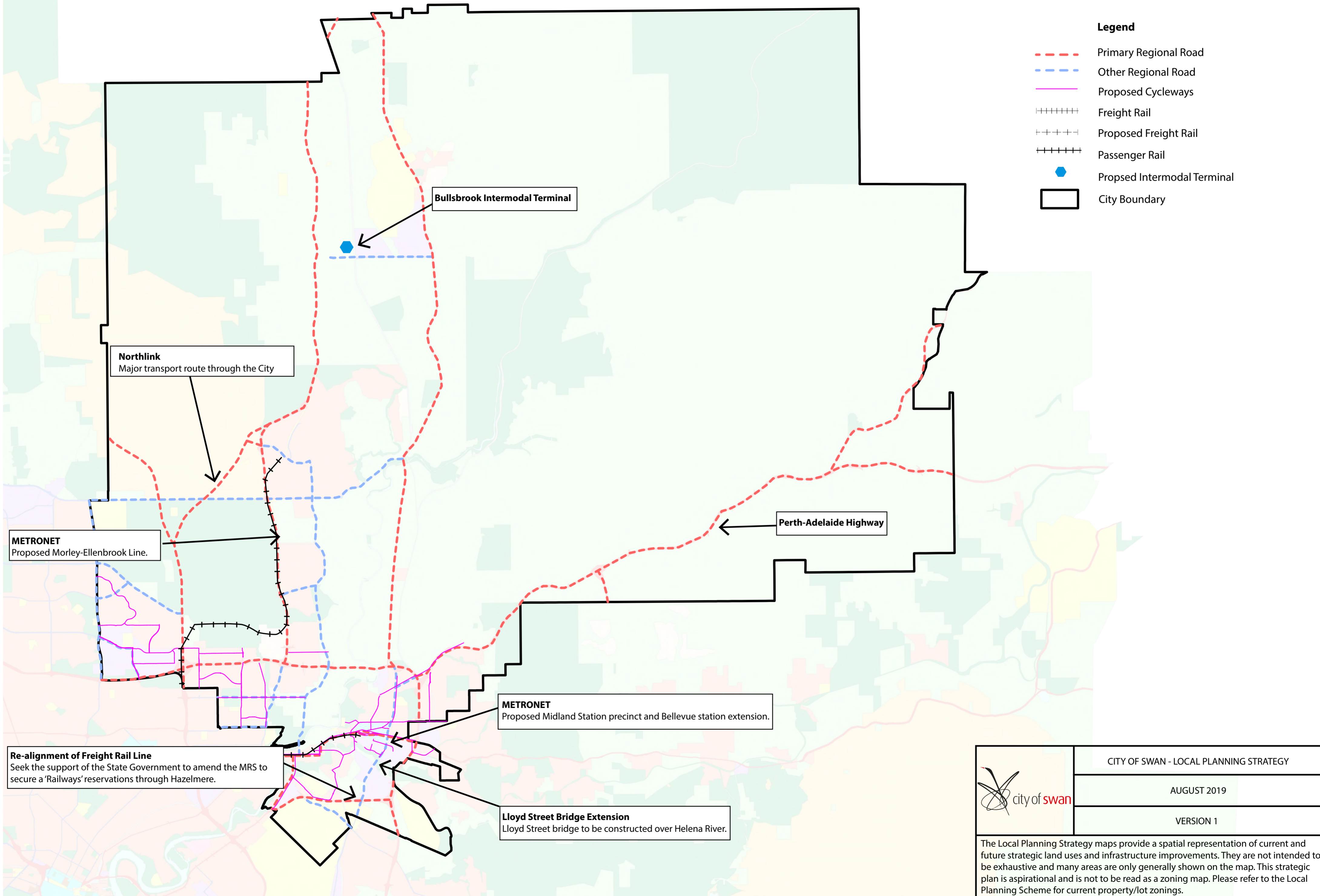
Map 4: Activity Centres, Community Facilities and Housing




	CITY OF SWAN - LOCAL PLANNING STRATEGY
	AUGUST 2019
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Map 5: Transport and Infrastructure



- Legend**
- - - - - Primary Regional Road
 - - - - - Other Regional Road
 - — — — — Proposed Cycleways
 - +++++++ Freight Rail
 - +++++ Proposed Freight Rail
 - +++++++ Passenger Rail
 - Proposed Intermodal Terminal
 - City Boundary

	CITY OF SWAN - LOCAL PLANNING STRATEGY
	AUGUST 2019
	VERSION 1

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